CYCLE NEWS®

October 18, 1989 : Number 41

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Fred Hoess

TIME DATED MATERIAL MAILED OCTOBER 10, 1989

America's weekly motorcycle newspaper

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In the WIND

BY PAPA WEALEY

The first field hearing on HR780, the California Desert Protection Act, will be held in Bishop, California, on Saturday, October 28. Sports Committee District 37 AMA, Inc. has rented the fairgrounds and along with other multiple-use advocate groups will host a post-hearing barbecue and entertainment program. All motorcyclists are urged to attend. See the public service ad on page 55 for more information.

The Human Race Team's Kurt Hall, Andy Fenwick and Tim Morrissey (Yam) won round 13 of the WERA EBC Brakes Endurance Road Race Series, a six-hour event at Indianapolis Raceway Park in Indianapolis, Indiana, October 7. Team Suzuki Endurance's Paul Bray, Mike Smith and Wes Cooley (Suz) finished second overall, five laps behind the winners, and in the process clinched the 1989 series title. Team America (Yam) took third overall to top the Mediumweight Superbike division. The Heavyweight Production class was won by E&H Racing (Suz); Mediumweight Production was won by Royale Racing II (Suz); Lightweight was won by Raw Racing (Yam).

The Human Race Team's Kurt Hall (Yam) won round seven of the WERA/Toyota/Dunlop Formula USA National Championship Road Race Series at Indianapolis Raceway Park, October 8. Paul Bray (Suz) finished second with Team Suzuki teammate Mike Smith (Suz) third.

Bobby Schwartz (GM) scored 14 points of a possible 15-point maximum to win the U.S. National Speedway Championship at the Orange County Fairgrounds in Costa Mesa, California, October 7. Billy Hamill (Gdn) finished second, just one point behind Schwartz. Phil Collins (Wes) won a three-way runoff with Shawn Moran (GM) and Brad Oxley (Wes) to take third. At 33 years of age, Schwartz is the oldest-ever U.S. National Speedway Champion.

Following the Speedway National, Collins announced his retirement from speedway competition. The Brit plans to move to Australia to pursue a career in the electronics industry.

Another retirement announced at Costa Mesa was that of Irwin Moon, who served as referee for over a decade at the Orange County Fairgrounds.

Scott Summers (Hon) was the overall winner at the Hard Rock 100 National Championship Cross Country in Fairmont, West Virginia, October 8. Rounding out the top three were Steve McSwain (Hon) and Gene Onail (Yam).

CORRECTION: The suggested retail price for the ATK 604MX pictured in this section last week is $5495, not the price we listed.

According to the AMA/CCS's Roger Edmondson, Suzuki will now pay contingency money in the Middleweight, Heavyweight and Unlimited Supersport classes in addition to the National Supersport Series rounds at Talledega, Alabama, October 14.

Edmondson also reports that there will be a three-race winter AMA/CCS series at Roebling Road in Savannah, Georgia, beginning on December 9-10. Edmondson says there may also be additional rounds added to the series at a later date.

On the subject of AMA/CCS Supersport racing, Edmondson says that the rules will be tightened considerably for next year's National 600 and 750cc Supersport classes. There will be new rules written and a list of eligible aftermarket equipment will be made. The manufacturers on the list will also be required to put together a rider-support package that Edmondson says will help support a "Supersport hit man that will do nothing but sniff around Supersport bikes looking for illegalities." Edmondson also reports that the AMA has been presenting a very complete promotional package for next year's road race Nationals, including a print media package, a TV commercial for promoter use, a promotional video that will be made available to both teams and promoters, and a TV package. The head of the AMA/CCS also reports that a five-figure budget has been alloted for the program - but that budget doesn't include the TV package.

Check out the Want Ad section in this issue for the all-new Collectibles section. The section will list 15-year or older bikes, collectible racing bikes, hard-to-find parts and motorcycle memorabilia.

Desert Motorsports, an ATK dealer in Lancaster, California, will offer test rides on the new ATK 250, 406 and 604 models on Saturday, October 21, at Los Angeles County Raceway in Palmdale, California. Interested parties should contact Desert Motorsports at 805/942-3335.

Wall Street and Milwaukee were buzzing last week over reports that a group led by private investor Malcolm Glazer may attempt to acquire a controlling interest of Harley-Davidson Inc. Glazer, of Rochester, New York, said he and members of his family hold 6.24% of Harley-Davidson common shares, a total of 539,200 shares, including 187,700 shares bought between August 1 and September 29 when the shares sold for $29.31 to $40.18 a share, and may seek control of the company. Richard Teerlink, Harley's CEO, said management wants to remain independent and that the company has not been contacted by Glazer. Harley management owns 10% interest; Harris Associates of Chicago is Harley's largest stockholder with a 12.9% interest.

NAMED: Lee Jason as motorcycle public relations representative by Bell Helmets/Vetter Products; Jason will operate from the Bell Helmets office in Norwalk, California.

ENGAGED: Steve Lucero, the 1988 National Speedway Champion, and Wendy Brant, sister of speedway racer Scott Brant; wedding date is May 19, 1990.

Don Russell, Jr., a speedway competitor in southern California events in 1987 and 1988, lost his life in an auto accident in Mexico on Saturday, September 30. Russell's father is still active in the sport and owns the bikes campaigned by Scott Brant.

RESIGNED: Bob Lenk from position of eastern advertising manager of American Motorcyclist, the AMA's monthly magazine, to dedicate more time to his videotape business.

HIRED: J.B. Norris by the AMA as eastern advertising manager of American Motorcyclist; Norris was the AMA's director of dirt track racing in 1988.

Former 250cc MX World Champion John van den Berk of Holland has left Yamaha to sign with Michele Rinaldi's Chesterfield Suzuki team for the 1990 GP season. Italian Alessandro Puzar, second to Trampas Parker in the 125cc World Championship, will move from the 125cc class to be van den Berk's teammate in the 250cc class.

American Parker is still undecided as to whether he'll stay with KTM to ride the 250cc World Championships next year. Parker feels that KTM's all-new 250cc machine was developed to suit Broc Glover, who did all of the development testing this year. If Parker doesn't return to KTM, he could join the El Charro Suzuki team if Dave Strijbos doesn't come to terms with the team.

Following his strong performance in the 250cc class at the Motocross des Nations, American Billy Liles may move from the 500cc class to the 250cc GPs next season. Kawasaki Belgium can offer him another season in the 500cc GPs, but they are also considering the possibility of leasing the new KX250 for him. Liles' other option may be for the vacant spot left by van den Berk on the Yamaha team.

England's Rob Herring left the Heron Suzuki team and signed with Honda of Great Britain to ride the 500cc World Championships in 1990.

WorldSport, organizers of the 18th Annual Florida Winter National Olympics in Florida, have announced the following contingency prize figures posted by the "Big 4" manufacturers for the Thanksgiving Day weekend event: Honda, $17,100; Kawasaki, $10,240; Suzuki, $29,600; and Yamaha $57,600. For entry information, call WorldSport at 813/822-8929.

Yamaha's 1990 contingency program will have $4.2 million in cash and YZ Bucks up for grabs to Yamaha-mounted motocrossers and road racers. Yamaha will support 13 individual road race series such as the AMA Superbike Championship and other club-level series with cash awards to FZR and TZ250-mounted riders. Off-roaders riding Yamaha YZs and YZWRs are eligible for YZ Bucks which are good for merchandise at all participating Team Yamaha Center dealers in 12 different series, highlighted by the Camel Supercross and AMA National Series.

Larry Naston says he's reached an agreement with the Mickey Thompson Entertainment Group to announce all rounds of the 1990 Mickey Thompson Off-Road Championship Grand Prix Series. Naston says he'll also announce 1990 Supercross events.

Al Baker, who was injured in a plane crash last month, remains hospitalized in Flagstaff, Arizona. According to his mother, Betty Baker, "Al suffered head injuries. The swelling is gone and he is opening his eyes and responding to stimuli. Our family heals fast and we know he'll wake up soon and want to know what happened." Baker's firm, XRs Only, is open and is being operated

(Continued to page 2)

AMA Superbike rules revamped

LONG BEACH, CA, OCT. 9

The AMA announced today that it will no longer require that motorcycles used in its Superbike class be street legal and EPA certified. That and several other Superbike rule changes will go into effect for the 1990 AMA racing season.

In addition to the use of non-street legal machines, there are four other substantial changes to the 1990 Superbike rulebook: 1) the homologation of front fork assemblies by the AMA; 2) the raising of maximum engine displacement for twin-cylinder machines from 1000 to 1200cc; 3) the allowance of a 1% overbore tolerance in maximum displacement for all Superbikes (this allows displacement of up to 757.5cc for 750cc multi-cylinder machines and 1212cc for 1200cc twin-cylinder machines); 4) the minimum weight for multi-cylinder machines has been reduced from 380 pounds to 370 pounds. (Minimum weight for twin-cylinder machines is unchanged at 320 pounds).

The AMA also announced that in 1991 the maximum allowable rear wheel width will be increased from 5.5 to 6.0 inches; for 1990, however, 5.5-inches remains the maximum wheel width.

In order to gain homologation by the AMA, all major manufacturers (Honda, Suzuki, Kawasaki, Yamaha) must produce a minimum of 1000 units worldwide of each model requested to be homologated with 15 of those units coming to the U.S.; all other manufacturers of multi-cylinder motorcycles are required to produce a minimum of 500 units worldwide with 10 coming to the U.S.; all other manufacturers of twin-cylinder motorcycles are required to produce a minimum of 50 units of each model with seven coming to the U.S.

According to rule 4.8, however, "homologation may be withheld for any reason AMA deems in the best interest of Superbike competition."

The homologation of front fork assemblies goes in line with the existing homologation of carburetors and camshafts. "By regulating the availability and affordability of Superbike performance components, we are striving to maintain controlled development of equipment and to provide increased opportunities for independent teams," AMA Vice President Ron Zimmerman said.

In addition to the Superbike class, all 1990 AMA National Road Race Series events will feature 250cc Grand Prix, two divisions of Pro Twins, and 600 and 750cc Supersport classes. Many Nationals will also include rounds of the U.S. Endurance Series and vintage events organized by AHRMA. The 1990 season kicks off at Daytona International Speedway on March 11; the complete 1990 schedule will be announced in the near future, according to the AMA.

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America's motorcycle newspaper

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voices

Argo for president

This is in response to Martin Argo's letter (Tree huggers) which appeared in the October 4 issue.

Martin, you really hit the nail on the head. Martin Argo for president!

DEAN H. SWEET
Belmont, CA

We the people

Much applause to the comments made by Martin Argo in the Voices section. He makes so much sense it's almost embarrassing to admit that we're human beings, intent on destroying ourselves by causing the tremendous pollution of all kinds of our environment (and not doing nearly enough, fast enough, to solve the problem). And yet we have the nerve to elect dim-witted politicians who, of all things, close acres and acres of *our* public land!

Why in God's name can't our politicians do something logical for once. We live in such a screwed up society it's unbelievable. The various helmet bills, for instance, are a good example of the asinine thinking of our politicians. They're going to save ourselves from ourselves, right? Why don't they introduce a bill requiring anyone in any type of vehicle to wear a helmet? Probably because they wouldn't want to have to put on a helmet every time they get into their limos.

I hope all you readers out there do more than read, and write to your "elected" officials about any law you're not happy with. Aren't *we* the *people* the ones who are supposedly running this country? Let's not wait until *all* our rights are gone!

KEVIN M. DENMAN
W. Covina, CA

In addition to writing, all motorcyclists are strongly urged to attend the Saturday, October 28, field hearing which will be conducted by the Public Lands Subcommittee of the House Interior Committee on HR780 (California Desert Protection Act) at the Tri-County Fairgrounds in Bishop, California. Sports Committee District 37 has rented the fairgrounds and after the hearing a fund-raising entertainment program will be conducted and will be followed by a barbecue with the beef and lamb provided by the High Desert Cattlemen's and California Woolgrowers Associations. Demonstrations of stadium motorcycle trials, roping, sheepdog trials and running of obstacles by 4X4 vehicles will take place in the fairground arena from 5 to 6:30 p.m., and the barbecue will follow. A donation of $35 per person (children under 15 free) is requested and all donations will go directly to the Multiple-Use Advocates Legal Defense Fund to fight S11, HR780 and to seek proper management for our desert tortoise. Reserved camping at the fairgrounds will be available for $7 per night. It's imperative that we turn out in large numbers as the environmentalist groups are planning to do so. Another field hearing will be conducted on November 11 in Barstow, but the first field hearing will draw the most attention, not only from the politicians but the media as well. For more information, call the Sports Committee District 37 hotline, 213/438-6527 . . . Editor.

Show up in force!

It is imperative and I mean *imperative* that you gather family and friends and show up in Bishop (see above) to demonstrate your opposition to closing our public land to all but backpackers. Why should you go, you ask? Well, the Sierra Club is going to be there in force to help their preservationist cause. If we do not show up in force the other side will win and we will all have a lot of expensive equipment that would be worthless!

DICK MEZA
Placentia, CA

Smaller desert

The desert has been made smaller, turtle rights over my rights.

The best riding area in California closed and no editorial, no letter writing campaign, no nuthin'!

Please cancel my paid subscription because the important cycle news you won't print.

MARK WURTENBERGER
Visalia, CA

P.S. I dare you to print this.

Don't fight us, Mark. Fight them! Be in Bishop on October 28 (see information above and in the public service ad on page 55) . . . Editor.

Phillip Island forever!

I would like to reaffirm Melbourne's commitment to and support for the staging of the Phillip Island Grand Prix.

Melbourne is the sporting capital of Australia. Earlier this year Melburnians demonstrated their great interest in the sport by welcoming riders and enthusiasts with a week of activities culminating in a motorcade through the city streets. Thousands made the trip to Phillip Island to enjoy the spectacle.

We have a world class track and facilities. We have the support of business and community and the sporting world.

Victoria has the ideal venue for the Australian Motorcycle Grand Prix. I seek your assurance that we will again have the opportunity to stage a unique Australian Motorcycle Grand Prix at Phillip Island.

BILL DEVENEY
Lord Mayor
City of Melbourne
Melbourne, Australia

As we have reported and continue to report (see Wind section), a ban on cigarette advertising in Victoria is threatening the return of the Australian GP to Phillip Island . . . Editor.

Road memories

Last year I went solo on a 3000 mile ride and two years ago on a 5000 mile ride. The Cycle Dreams in the September 27 issue was so similar to my thoughts and experiences, as to be uncanny.

So, thank you, William Edgar, for writing down in words a "key" to let loose all the memories of fun, pleasure, and adventures that the road, my motorcycle, the fellow riders and I shared.

JOE BRADLEY
Temple City, CA

Published letters do not necessarily reflect the position of Cycle News, Inc. Send letters to Voices, P.O. Box 498, Long Beach, CA 90801.

Wind

(Continued from page 1)

by his father while he remains hospitalized. Cards and letters should be sent to XRs Only, 6944 Santa Fe, Hesperia, CA 92345.

Petersen Publishing Co. will stop publishing Super/Moto Cross magazine after the December issue. Starting with the January 1990 issue, Super/Moto Cross magazine will be merged into Dirt Rider magazine in the form of a special section devoted to motocross that will contain 16 to 24 pages. Subscribers to the Petersen Motorcycle Group publication will be offered Dirt Rider or an extension on their existing Dirt Rider subscription. Citing a shortfall in advertiser support, Publisher Richard Lague said, "Our projections gave us little hope that the advertising picture would change . . . If market conditions were to change, we would seriously consider a relaunch." Super/Moto Cross started as a bimonthly in 1988 and went monthly this year.

Supercross and 250cc National Champion Jeff Stanton and Team Honda race technicians will be at Motosports Park in Byron, Illinois, October 22, to offer advice and technical assistance to Honda riders. Tri Pro Racing, a local Honda dealership, will also be offering test rides on the 1990 CR motocross lineup.

Bob "Hurricane" Hannah will be the featured guest at the October 21 Suzuki RM Open House at Country Roads Honda/Suzuki in Cedarsburg, Wisconsin, which is 20 minutes north of Milwaukee. Door prizes will be awarded, a service clinic conducted, and food and refreshments will be available. The happening takes place from 9 a.m. to 5 p.m.

Honda is constructing the Honda California Proving Center near Cantil, California, in the Mojave Desert northeast of Los Angeles. Reported to cost nearly $50,000,000, the 4200-acre site will feature a 7.4-mile oval test course plus off-road courses. The facility will be operated by Honda R&D and will be used to test and develop both motorcycles and cars.

The final CRC night MX of the season at Los Angeles County Raceway in Palmdale, California, will take place Friday night, October 13.

Although it was rumored that after 15 years as a Harley-Davidson factory rider, three-time Grand National Champion Jay Springsteen, 32, would go it alone in 1990, word now has it that he'll continue to receive support from the factory. Springer,

(Continued to page 55)

CYCLE dreams

That I did it like I'd done it so many times before, and knew it would never change.

Maybe it was Scott Parker's Perfect Ten, plus Chris and Springer who started it all. Or, with their recent flat track flash, at least they got it going again in me. Whatever it was, it was burnin'. That old desire of mine, too damn long a desire. Time at last it became reality. My pal Rodney offered to 2-up me there, to that Place where they sell 'em. THEM! Hah! Even that vague pronoun made my pulse leap and run ragged. I was afraid to say it aloud — to utter the name! Afraid the dream would somehow go up in smoke. That this Something-Hypen-Something motorcycle vision would vanish! But when we got there and saw Oliver and Fred and all their new floor bikes, I knew it was going to be signed and sealed. And ready to deliver. A done deal. That Harley-Davidson. There, I said it! And wrote the check, parted with those dollars! For my brand new Low Rider. Bright Candy Ruby with Pullback Buckhorns. Possibly the purest of life's sins, cast in eighty-two cubes, riding into the Nineties. But isn't it the same with any new motorcycle? Any year or decade, any make or model? Anywhere? Sure it is. Absolutely! It's that universally luminous gloss and metal's caress that grabs us all. That fragrance of hot cylinders at the end of our first hundred miles. The picture it paints in the garage light once we've put it away. And our midnight's dreams about riding it tomorrow, and tomorrow. And never to forget the new friendships it'll bring, the roads we'll find on it. It's an indulgence that gives back by stroking our ego or testing our skill. It can be good and bad and extravagant and efficient all at once. It is as alive as any machine we will ever know. And it can go beyond ourselves to help benefit others on charity rides, toy drives, whatever's worthy. This motorcycle we buy is a flag for liberty and the human spirit. It is our equitable stand against being systems-controlled. Our own bold voice in the blare of progress. That we ride safe and well is our unwritten goal. That we look good out there, our best revenge.

William Edgar

Over the edge

"No pictures! The photo opportunity comes later."

DAYTONA INT'L SPEEDWAY PHOTO

Copyright Page 3 Productions. From an idea by Carol Sims

inside

MOTOCROSS: Ward, Kiedrowski shake up Budds Creek 4
Metzger, Nishimura nail wins at Sunrise Trans-Cal finale 28
Pascarella, Roth score double wins at Sunrise Cycle Park 30
MILE: Parker finishes season with win, sets record in Sacramento 8
DRAG RACING: Mafaro wins, clinches NHRA title at Heartland Park 10
Kizer beats Trett at IHRA U.S. Nationals 16
ISDE: Italy rolls to take the gold in Germany 12
ULTRACROSS: Vohland wins, title to Holley in Las Vegas 18
ROAD RACING: Humans haul in Shannonville endurance victory ... 22
Granie leads French squad to Police Olympics win 26
BONNEVILLE: Lyon zooms to top speed at Bonneville Salt Flats 24
LOCAL RACING: Find out who the regional heroes are 32
CALENDAR: Where and when the upcoming races will happen 40
WANT ADS: Ways to spend money ... 44
RESULTS: The final finishing order 54

ON THE FRONT PAGE: U.S. Junior World Trophy rider Fred Hoess begins day one at the 64th International Six Days Enduro in Walldurn, West Germany, September 25-30. The Italian Trophy team captured the overall victory, while the U.S. Trophy team took sixth and the Junior World team seventh. ISDE coverage begins on page 12. Photo by Kit Palmer.

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Winner Jeff Ward (5) leads the start of the first 500cc moto ahead of 250cc World Champion Jean-Michel Bayle (111); Ward topped both motos.

AMA National Championship 125/500cc MX Series: Rounds 12/5

Ward, Kiedrowski score Budds Creek National wins

By Kit Palmer
Photos by Henry Muller and Palmer

BUDDS CREEK, MD, OCT. 8

"It was a lot harder than it looked," said three-time National MX Champion Jeff Ward after acing both 500cc National motos at the scenic Budds Creek Motocross Park.

"This is a tough track and you can't slack off for a second. If you do, the track will jump up and bite you."

Ward, who's bidding for his first 500c National Championship MX title which would make him the only rider to win titles in all four National MX categories, including Supercross, dominated both motos. With the two moto wins, the factory Kawasaki pilot extended his series point lead to 24 over Team Honda's Jeff Stanton, who took second at Budds Creek, with just one round left in the series.

"I'm really excited about the chance of becoming the first rider to win all four championships, but I try not to think about it too much, because you know that anything can happen, and it usually does," said Ward.

The battle for the 125cc title chase tightened up when Yamaha's Damon Bradshaw, who had a 19-point lead going into the Budds Creek National, crashed out of contention in the first moto and finished third in the second round. Bradshaw fell back to third place in the points behind Honda's Mike Kiedrowski and Guy Cooper. Kiedrowski won two hard-fought dogfights over teammate Cooper to take over the point lead with one round left in the series. Kiedrowski leads Cooper by six points and Bradshaw by 11.

Both Ward and Kiedrowski took home the lion's share of the $25,000 purse by winning both of their motos. Ward pocketed a total of $2000, while Kiedrowski claimed $1200.

This was the first time that a National MX was held at Budds Creek Motocross Park, and most of the riders praised the long, hilly and extremely wide and almost dust-free track. An estimated 10,000 spectators lined the well-prepped track on a cool and cloudy day.

500cc

A battered and bruised Rick Johnson was among the 40 riders sitting on the starting line waiting for the gate to drop for the start of the first 500cc National moto. The defending 500cc National Champion crashed hard during practice while attemping a rather long, fast, uphill double jump. Johnson said he landed a little short, which pitched him over the handlebars. The factory Honda rider emerged from the fall with a black eye, a sore arm and a headache.

Missing from the 500cc lineup was Kawasaki's Ron Lechien, who broke his leg last week at the Steel City National. He is expected to be out of action for a year.

When the gate finally dropped, the pack charged up the steep, uphill starting chute and into a tight, nearly 180-degree first turn with Ward leading the way. Hard on his heals was 250cc MX World Champion, Frenchman Jean-Michel Bayle, on a Honda.

At the end of the first lap, with the riders settling into positions, Ward and Bayle had already pulled away from the pack and set the pace. Stanton was running third ahead of privateer Honda support rider Fred Andrews, Johnson, and Yamaha privateer rider Steve Lamson, from Pollock Pines, California. Rounding out the top 10 was former two-time 125cc National Champion, Yamaha's Micky Dymond, Kawasaki support rider Mike Fisher, factory Yamaha pilot Doug Dubach and privateer Honda rider Ray Sommo.

For the next two laps, Bayle challenged Ward for the lead, but the Frenchman just couldn't quite match Ward's blistering pace. Bayle slowly lost ground to the Kawasaki pilot with each lap, but was ready to pounce if Ward made a mistake.

Meanwhile, Stanton still held control of third, while Johnson and Lamson moved into fourth and fifth after passing Andrews.

By the halfway point of the 30-minute-plus-two-lap moto, the top four riders — Ward, Bayle, Stanton and Johnson — were well spread out, but the battle from fifth to ninth was intense.

Dubach was the rider on the move as he climbed from ninth to sixth, and then challenged Lamson for three laps before passing him for fifth.

Dymond, on the other hand, was slowly dropping back with a badly slipping clutch.

As the moto drew to a close, the top-10 riders were extremely strung out, setting the stage for an uneventful finish. Ward raced across the finish line with a commanding lead over Bayle, while Stanton finished a lonely third. About 10 seconds behind followed Johnson, who held a comfortable advantage over Dubach, Lamson, Fisher, Yamaha's Shaun Kalos, Dymond and Andrews.

Bayle and Ward shot into the first two positions at the start of the second moto to signal a dramatic first lap. Ward wanted to pass Bayle

Honda's Guy Cooper was leading the first 125cc moto but was passed by teammate Mike Kiedrowski on the last lap. Cooper went 2-2 for second.

quickly and did so halfway through the lap. But Bayle retaliated immediately and powered by Ward exiting a turn. The Honda rider was still out in front after the completion of the first lap, but a few turns later, Ward counter-attacked with another pass. This time the move stuck.

Before the second lap was completed, though, Bayle slid out and fell and that was all that Ward needed to charge even farther out in front and take the moto and overall wins.

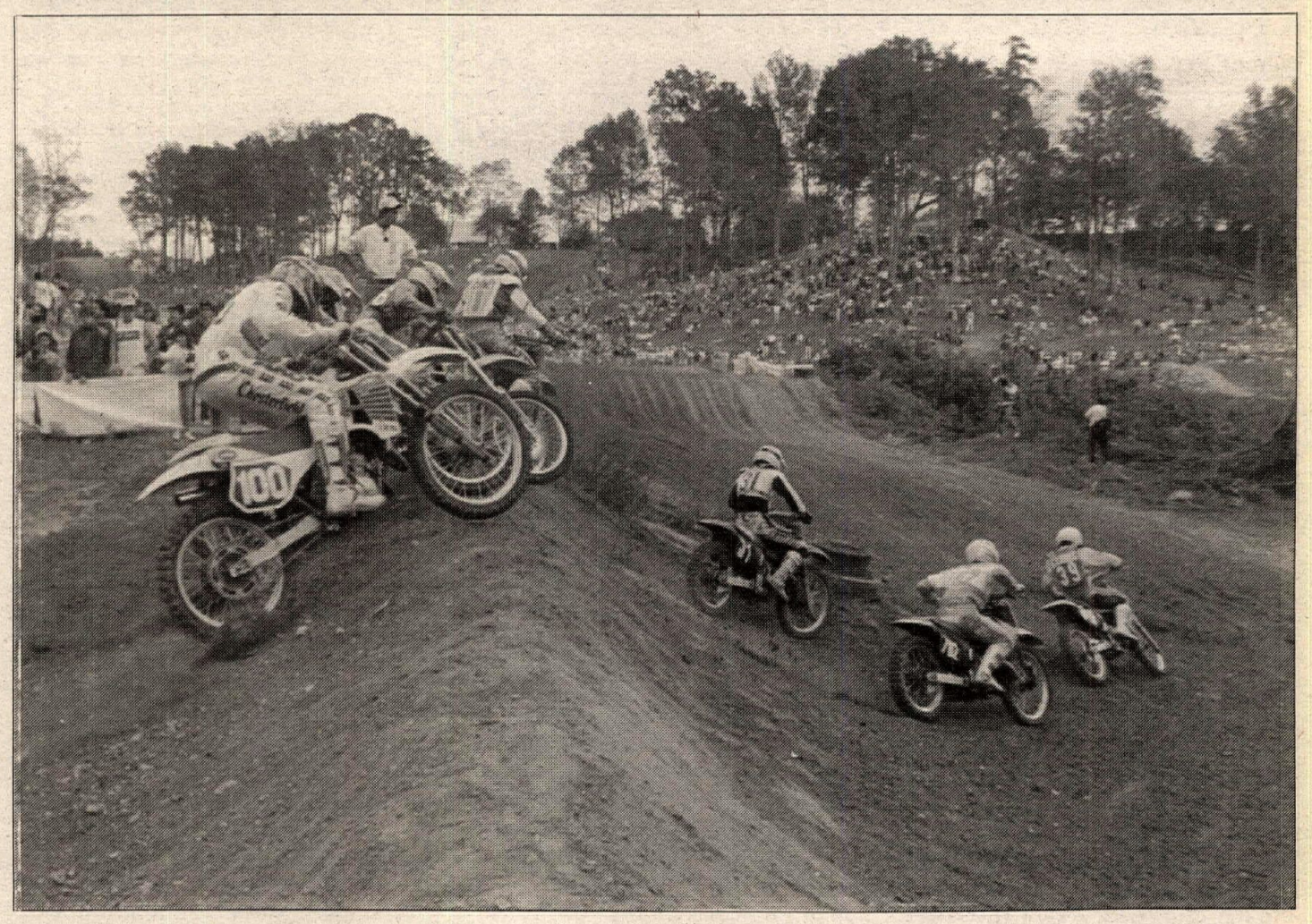
Bayle quickly picked up his mount to retain his second place, but he lost sight of Ward for the remainder of the moto.

Watching the Ward/Bayle duel from behind was Honda privateer Kurt McMillen, Lamson, Honda-mounted Tom Carson, Fisher, Stanton, Dymond and Dubach.

O'Neal/Arai/Scott-sponsored McMillen from Wappingers Falls, New York, held on to the number three position for two laps before giving way to Lamson and then Stanton, and Stanton was on the gas. By the fourth lap, the 250cc National Champion was running a strong third and had set his sights on Bayle, who was still losing ground on Ward.

Lap after lap, Stanton was gaining on Bayle until he was inches behind the Frenchman. Bayle, knowing he wasn't in the title chase, pulled over and let Stanton by. But by that point, Ward was long gone and Stanton had no chance of catching the Kawasaki rider.

Back in fourth, Lamson was holding his own, but Dymond was slowly catching him. Near the halfway point, though, Dymond began experiencing further clutch problems, which slowed his drive on Lamson. Dymond moved to within a few seconds of Lamson, but by the end of the race, Dymond's clutch was slipping so badly he just couldn't reel in Lamson before the checkered flag dropped.



Recently crowned 125cc MX World Champion Trampas Parker (100) went 5-DNF in the 125cc class.

Dubach, on the other hand, had problems of his own. While trying to catch Dymond, Dubach's Yamaha became stuck in fourth gear. Having to slip the clutch in every turn, Dubach fell off Dymond's pace but had enough insurance over sixth-place McMillen to claim fifth by moto's end.

McMillen finished a secure sixth ahead of Carson, Team Green's Keith Johnson and ATK-mounted and self-sponsored Michael Young.

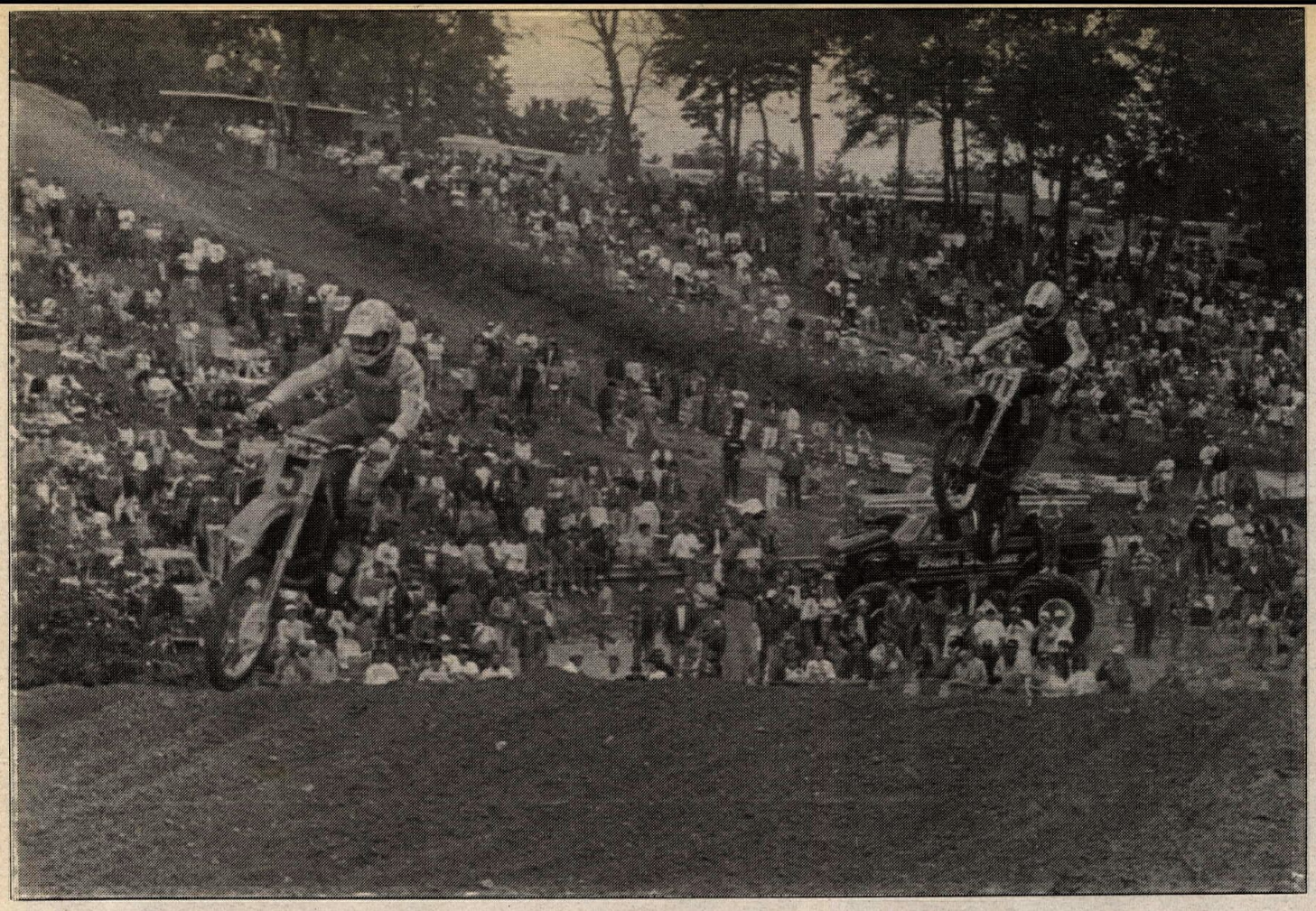
Rick Johnson was running mid-pack in the opening stages of the moto but pulled off the track and rode back to the pits before it was all over. According to Honda mechanic Brian Lunniss, Johnson was just too sore to continue from his early-morning practice crash.

125cc

KTM's Trampas Parker made his debut appearance in the U.S. since capturing the 125cc MX World Championship last August. The Louisiana rider competed on what he said was a "box-stock" KTM, except for the suspension, which he brought with him from Europe.

Team Honda's George Holland was absent from today's event. Holland injured an already-tender shoulder last week at Steel City and will most likely skip next week's final at Unadilla, as well.

The first 125cc National moto featured a race-long three-way dice



Bayle (111) was the only rider to really push Ward (5) in either 500cc motos. Bayle went 2-3 for third overall.

Kiedrowski moved into the 125cc points lead at Budds Creek; he leads Cooper by six points and former leader Damon Bradshaw by 11.

for the lead, which kept the vocal crowd on its feet.

A faulty starting gate caused the first moto to be red-flagged after one lap. The second time around saw Suzuki's Jimmy Gaddis steal the holeshot and lead for a few turns before getting clipped by Kiedrowski over a double jump. Gaddis went down and dropped out of contention, while Kiedrowski took over the lead ahead of privateer Honda rider Donny Schmit, Suzuki's Buddy Antunez, Honda rider Stacy Cook, Suzuki's Ronnie Tichenor, Parker, Yamaha-mounted Grayson Goodman, Kawasaki rider Denny Stephenson and Cooper.

During the first lap Bradshaw and Suzuki's Erik Kehoe collided in mid-air over a jump and both riders hit the ground.

"Damon was trying to protect the inside line and there was nothing I could do," said Kehoe. "We hit and I came down on top of him. I hit my head pretty hard and I saw stars for a long time afterwards."

Bradshaw quickly remounted, while Kehoe was slow in getting to his feet. In the fall, Bradshaw's rear disc brake hose was severed. Without a rear brake, Bradshaw couldn't catch up. Kehoe, on the other hand, walked back to the pits and waited for the second moto.

Cooper was on the gas and shot into third place by the fourth lap, making the top five Kiedrowski, Schmit, Cooper, Antunez and Parker. Hot on Parker's tail was Tichenor. Running in 11th was Team Suzuki's Johnny O'Mara, but he eventually pulled out of the race with mechanical problems.

By the fifth lap, Kiedrowski, Schmit and Cooper were nearly side by side, while Tichenor slipped by Parker for fourth. Cooper gave the spectators something to really scream about when he stuffed his way around Schmit for second and then took over the lead from Kiedrowski a lap later.

As the race progressed, Cooper established a five bike-length lead, but near the end of the moto Kiedrowski began catching back up.

"Once Cooper got by me, I watched his lines and saw that some of them were a lot better than mine and I was able to reel him back in," said Kiedrowski.

The two were inches apart as they headed into the last lap. A few turns later, Kiedrowski made his move.

"I pulled alongside Cooper over a jump and had the inside line into the next corner," said Kiedrowski. "We came out of the turn still right next to each other and I squared off the next off-camber turn and got him."

"He set me up real good," said Cooper. "It was a great piece of riding, but I just wish it was me doing it instead of him. I went wide and Mike went to the inside. I tried cutting back in to go underneath him, but I was a gear too high and he pulled me to the next turn."

Kiedrowski crossed the finish line with Cooper breathing down his neck. A few seconds back followed Tichenor, then Parker, Brooks, last week's winner Kawasaki's Jeff Matiasevich, Yamaha's Mike LaRocco and Larry Ward.

With Bradshaw scoring no points in the moto and Kiedrowski picking up 25, the Honda rider found himself in the series points lead.

The second moto was just as intense as the first with Matiasevich jumping into the early lead with Kiedrowski second, Schmit third and Bradshaw fourth.

The Kawasaki rider led for four laps before going down.

"I was setting him up in a turn and I kind of tapped him a little bit, and he went over the berm," said Kiedrowski.

Matiasevich recovered in fifth, behind Kiedrowski, Cooper, Larry Ward and Bradshaw.

Parker, meanwhile, was running mid-pack before pulling out of the race with shifting problems.

Kiedrowski and Cooper set the pace for the remainder of the race, while Bradshaw dropped back slightly.

The two factory Honda riders chased each other right down to the finish with Cooper giving it his best shot on the last lap, but he came up a few feet short. Kiedrowski took his second win of the day, with Cooper, once again, settling for a close second. About five seconds back Bradshaw finished in third, while Tichenor, LaRocco, Matiasevich and Stephenson rounded out the top seven.

"I'm really happy the way things turned out today," said Kiedrowski. "I'm just going to have to work real hard during the week and get ready for Unadilla. It's going to be a tough race, and the Championship is going to go down to the final moto."

At the awards ceremony following the last moto, KTM made a special presentation to Trampas Parker for winning the 1989 125cc World Championship.

"I feel that I let down a lot of people today; I just didn't do as well as I wanted to," said Parker. "I don't know if I was as fast as those guys today, but I gave it 100 percent. I picked up my bike just this week and the motor is absolutely stock, so they had about five horsepower on me. But that's really no excuse, because if you are good you can win no matter what.

"I'm really happy to be here," said Parker. "I turned down a $10,000 deal to ride a race in Europe, but I wanted to come here. The track was really good and the crowd was great. As far as my plans next year, I really don't have any yet." •

Results

500: 1. Jeff Ward (Kaw) 1-1; 2. Jeff Stanton (Hon) 3-2; 3. Jean-Michel Bayle (Hon) 2-3; 4. Steve Lamson (Yam) 6-4; 5. Doug Dubach (Yam) 5-6; 6. Micky Dymond (Yam) 9-5; 7. Kurt McMillen (Hon) 11-7; 8. Keith Johnson (Kaw) 12-9; 9. Fred Andrews (Hon) 10-9; 10. Rick Johnson (Hon) 4-DNF; 11. Tom Carson (Hon) 17-8; 12. Chris Coleman (Kaw) 13-12; 13. Joe Maurer (Hon) 14-14; 14. Mike Fisher (Kaw) 7-29; 15. Michael Young (ATK) 19-10; 16. Shaun Kalos (Yam) 8-30; 17. Gary Bronikowski (Hon) 18-13; 18. Jeff Hicks (Hon) 21-15; 19. Ray Sommo (Hon) 15-34; 20. Richard Taylor (Hon) 25-16.

125: Mike Kiedrowski (Hon) 1-1; 2. Guy Cooper (Hon) 2-2; 3. Ronnie Tichenor (Suz) 4-4; 4. Mike LaRocco (Yam) 8-4; 5. Jeff Matiasevich (Kaw) 7-6; 6. Denny Stephenson (Kaw) 10-7; 7. Jeremy Buehl (Kaw) 11-9; 8. Damon Bradshaw (Yam) 27-3; 9. Donny Schmit (Hon) 3-DNF; 10. Buddy Antunez (Suz) 16-10; 11. Trampas Parker (KTM) 5-DNF; 12. Keith Bowen (Suz) 17-12; 13. Stacey Cook (Hon) 14-13; 14. Larry Brooks (Hon) 6-21; 15. Barry Carsten (Suz) 13-17; 16. Larry Ward (Hon) 9-DNF; 17. Jimmy Gaddis (Suz) 24-17; 18. Steve Childress II (Suz) 12-20; 19. Jimmy Button (Hon) 37-12; 20. Johnny O'Mara (Suz) DNF-20.

AMA NATIONAL CHAMPIONSHIP 500cc MX SERIES POINT STANDINGS: 1. Jeff Ward (231); 2. Jeff Stanton (207); 3. Rick Johnson (163); 4. Doug Dubach (158); 5. Steve Lamson (135); 6. Jean-Michel Bayle (128); 7. Ron Lechien (106) 8. Fred Andrews (103); 9. Shaun Kalos (87); 10. Kurt McMillen (86); 11. Mike Fisher (84); 12. Micky Dymond (66); 13. Chris Coleman (59); 14. Tom Carson (58); 15. Brian Manley (56); 16. Tyson Vohland (56); 17. Joe Maurer (52); 18. Jeff Hicks (36); 19. Keith Johnson (35); 20. Gary Bronikowski (32).

AMA NATIONAL CHAMPIONSHIP 125cc MX SERIES POINT STANDINGS: 1. Mike Kiedrowski (437); 2. Guy Cooper (431); 3. Damon Bradshaw (426); 4. Donnie Schmit (374); 5. Mike LaRocco (347); 6. George Holland (318); 7. Jeff Matiasevich (307); 8. Larry Ward (305); 9. Erik Kehoe (231); 10. Ty Davis (202); 11. Todd DeHoop (173); 12. Denny Stephenson (172); 13. Ronnie Tichenor (162); 14. Jimmy Gaddis (156); 15. Jeff Emig (98); 16. (TIE) Steve Childres/Dale Spangler (89); 18. Michael Craig (75); 19. Johnny O'Mara (74); 20. Willy Surratt (59).

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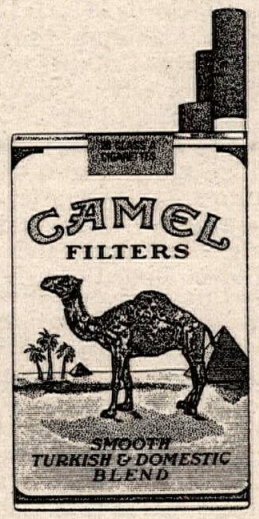

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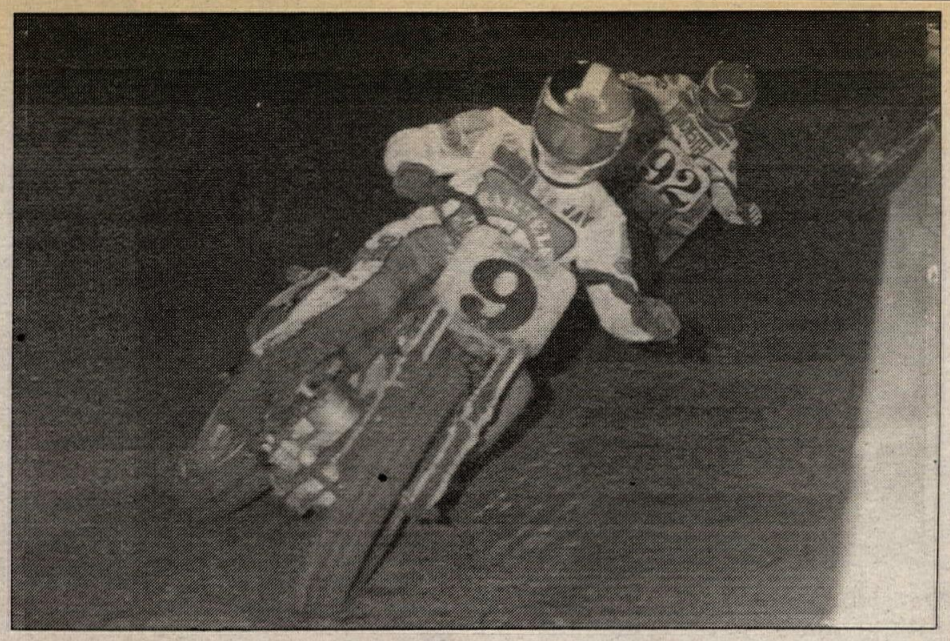
Scott Parker set a record by winning his 10th National of the year. The Sacramento Mile win was Parker's 30th National career victory.



Three-time Grand National Champion Jay Springsteen (9) finished second at Sacramento. Third place went to Rodney Farris (92).

AMA Grand National Championship/ Camel Pro Series: Round 16

Parker ices the cake in Sacramento

By Farren Williams
Photos by Mitch Friedman

SACRAMENTO, CA, OCT. 7

Team Harley-Davidson's Scott Parker iced the cake on a near-perfect season during the 30th running of the Budweiser Sacramento Mile. Parker won the 25-lap Camel Pro final by a straightaway after leading every lap, and the Michigan rider rode into the record books when he claimed his 10th National win of the year, the 30th of his career.

Parker, who wrapped up his second consecutive Camel Pro Championship last weekend in San Jose, followed up at Cal-Expo State Fairgrounds with a scorching ride in the feature race which left his competition six seconds into his dust. He also topped the six-rider, five-lap Camel Challenge sprint race after starting fifth and working his way through the pack.

Second place in Cal Expo's feature race went to Parker's Harley-Davidson factory teammate, Jay Springsteen, who earned runner-up honors the tough way after a race-long, handlebar-banging duel with Maryland's Rodney Farris and Harley factory rider Chris Carr, of California. Gardner Racing Harley-mounted Farris finished third, and Carr had to settle for fourth. Indiana's Dan Ingram rounded out the top five.

Parker's victory marked his 10th Camel Pro win of 1989, which broke Bubba Shobert's record of nine National wins in a season, set in 1986.

It also marked Parker's ninth mile win of the year, which gave the factory Harley ace a perfect nine-for-nine showing this season on the nation's mile ovals. Since modern Grand National dirt track racing began in 1954, only six men have won every mile on the schedule. The last time it was done was in 1986 when Shobert won six-of-six.

"It feels great to win 10 Nationals in one year," said Parker. "It might have been boring for the fans, but it was a great race for me. I loved it.

"After the start it was clear sailing," Parker said. "When you're leading that many laps it seems it takes a long time to reach the halfway point.

"When I was running her into the corner on the last lap, I looked up and wondered, 'if this thing locks up can I coast across the finish line?' Your mind really gets working out there," Parker said.

While Parker was cruising out front, Springsteen, Farris and Carr were locked into a vicious battle for second that more than gave the fans their money's worth. In the end it was the experience of the three-time National champ that won out.

"A couple of times I rolled off the throttle down the straight and followed those guys to see what they were doing," Springsteen said. "I just kind of outsmarted them."

"That was wild," said an elated Farris. "One time Chris bumped into Jay on the straight. Then I shut off going into the corner, Chris shut off, and we ran into each other. But we just kept going."

"Jay, Rodney and myself were having a great run," said Carr. "It was nip and tuck. I ran into Jay's boom box on the front straight, then Rodney and I collided in turn one. It was good, hard-fought, Camel Pro racing. It was fun."

Parker's win, which was taken before 17,232 northern California race fans, earned him $4420 in first place money, $500 in lap money and an undisclosed bonus from Harley-Davidson. He also took home $10,000 for winning the Camel Challenge. Springsteen's share of the $33,000 National purse came to $2935, and Farris collected $1910.

Parker's big payday, however, came the week before in San Jose, California, when he earned $100,000 for winning the 1989 Camel Pro Series title. Car wrapped up second in San Jose, and $30,000 in point fund money, but going into Sacramento the $20,000 for third place was still up for grabs.

When the smoke had cleared at Cal Expo State Fairgrounds, third place Camel Pro money went to Sponseller Racing's Dan Ingram on a Honda, who edged teammate Steve Morehead and SuperTrapp Racing's Doug Chandler, who was aboard the Hank Scott-tuned Honda. Morehead took fourth in the final standings ($15,000), and Chandler claimed fifth ($10,000).

The top 10 was rounded out by Terry Poovey ($7000), Ronnie Jones ($6000), Springsteen ($5000), Farris ($4000), and Will Davis ($3000).

Time trials

Parker powered his H-D/Bell/SuperTrapp/Hog Wash/AIW of America/Tsubaki-sponsored Harley-Davidson to a fast time of 37.105 seconds, at an average speed of 97.022 mph, just a click off his own record of 37.02/97.245, set here one year ago.

Second-fast time went to Michigan's Springsteen, who turned the timers at 37.487. California's Alex Jorgensen, who came out of retirement to run San Jose and followed suit at Sacramento, was third fastest with a 37.579 clocking. Morehead was fourth fastest (37.657), Carr was fifth fastest (37.673), and Ingram took the last spot in the Camel Challenge with a 37.70 clocking, after waving off a 37.83 on his first attempt. The top 10 was filled out by Ronnie Jones (37.734), Keith Day (37.751), Kevin Atherton (37.764), and Chandler (37.814).

There were 45 Experts on hand to qualify for the 48 starting spots.

Heats

North Carolina's Will Davis led the pack off the line at the start of the first 10-lap Expert heat race, but Californian Day was in control by the end of the backchute. Parker was mired in traffic after a midpack start.

For the first three laps Davis and Day traded the lead, but at the beginning of lap four Parker flew by the two leaders and took the point with a hard run, deep into turn one. Parker was never headed. The Day/Davis battle was joined by Atherton, and the trio fought for second down to the wire, with Day edging Davis for runner-up honors. Atherton was relegated to the semis, along with Curt Rehmert, Chance Darling, Randy Texter, Lawrence O'Conner and Kenneth Netto. Parker's winning time was 6:21.118.

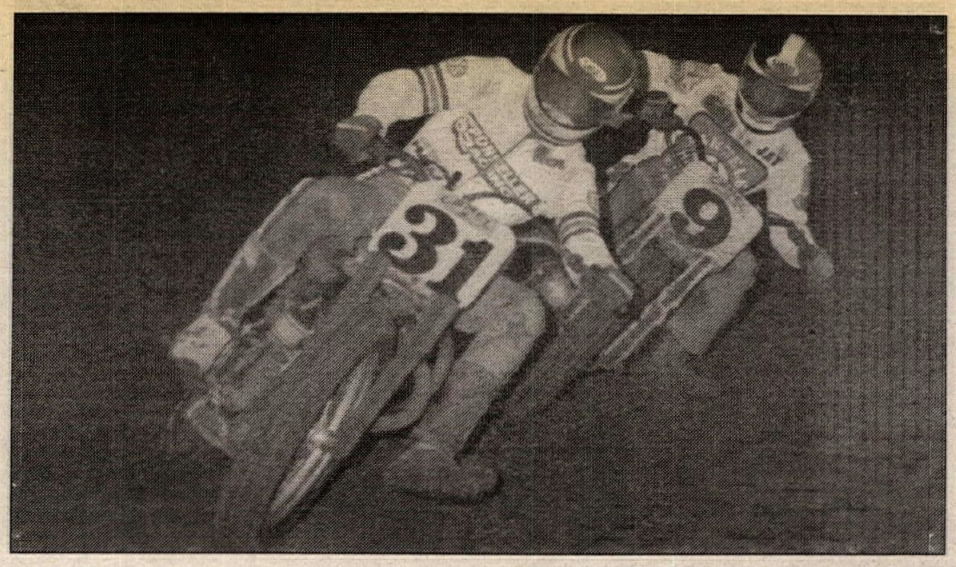
Heat two saw rookie Scott Stump nail a perfect holeshot. He was followed into turn one by Tim Mertens, Jones, Chandler and Springsteen. Jones had the lead before the first lap was concluded, and Springsteen passed Chandler to move into fourth.

Bartel's Harley-Davidson-backed Springsteen slipped way off the groove in turns one and two on lap two, but made up for it on lap four when he moved from fourth to second by drafting past Stump and Mertens going into turn three. He set his sights on Jones, and gained ground every lap, but Springer had to settle for second when he ran out of race. Mertens topped a hard-fought battle for third, sending fourth-place Chandler and fifth-finishing Stump to the semis. Also semi-bound were Scott Saunders, Ted Taylor, Don Wilson, and Michael Scott. Jones' time was 6:22.59.

In heat three California's Sal Hoffman was first off the line, but by the end of lap two he had faded to seventh, and Ingram was setting the pace for Farris, Bobby McDowell, Scott Pearson and Jorgensen. Farris chased Ingram for the full 10 laps but could never get enough drive from his Harley to catch the Sponseller Honda rider. Ingram took the win, followed home by Farris and Jorgensen, who finished a comfortable third after drafting past Pearson and McDowell in the early going. Filling out the field with trips to the semis were McDowell, Steve Edklund, Scott Pearson, Steve Aseltine, Hoffman, and Dan McDonnell. Ingram's time was 6:20.71, the fastest heat of the night.

Carr nipped Morehead for the win in heat four, following a race-long duel that saw the Findlay Flyer and the factory Harley rider swap the lead several times.

Morehead had the lead at the end of lap one with Texan Terry Poovey running second, and Carr in third. Carr used the first five laps of the 10-lap heat race to pass Poovey and catch Morehead, then the leading duo fought tooth-and-nail for the final five laps with the nod going to Carr. Poovey finished third to take the last direct transfer to the main.



Dan Ingram (31), seen here dicing with Jay Springsteen (9), finished fifth to grab third place in the final Camel Pro Series point standings.

(Left to right) Runner-up Jay Springsteen, winner Scott Parker, Miss Camel Pro, and third place finisher Rodney Farris in winner's circle.

Earning semi berths were Don Estep, Pete Hames, Robert Damron, Dave Durelle, Aaron Hill, and Mark Corsetti. Carr's winning time was 6:21.378.

Semis

The first 10-lap Expert semi was a hard-fought duel between Randy Texter of Pennsylvania, Michigan's Atherton, and California's Chandler, with Atherton's factory Harley finishing on top.

Texter grabbed the holeshot, followed by Stump, Curt Rehmert of Ohio, and Chandler. Atherton was struggling with a midpack start. On lap two Chandler moved from fourth to second with a front straight draft, powering past Rehmert and Stump. By lap four Chandler was leading the race, the 18-year-old Atherton was knocking on his door in second, and Texter had been dropped to third. Atherton passed Chandler on lap five to set the finishing order.

Pearson won the second semi after fending off late-race charges from Don Estep and Bobby McDowell. Pete Hames grabbed the holeshot, followed by Steve Eklund and Estep, but by the end of the first lap Pearson was in front. Pearson, Estep and McDowell traded the top spot for several laps before they settled into the finishing order on the final go-around. McDowell led the race on lap nine, followed by Estep and Pearson, but when the final flag fell one lap later the order had been reversed. Pearson took the win, with Estep in second and McDowell settling for third.

Last Chance Qualifier

Eklund charged from fifth at the start to first at the flag to win the Last Chance Qualifier, and take the 17th and final spot on the National starting grid. David Durelle nailed the holeshot and led the first five laps of the race, but dropped to fifth at the flag after apparent mechanical ills slowed his Harley-Davidson.

Scott Stump didn't make the National, but his ninth place finish in the LCQ was good enough to earn the Ohio rider 1989 Rookie of the Year honors, worth $5000 in Camel Pro money. Stump topped fellow rookie Chance Darling, also of Ohio.

Junior Invitational

The junior show at Sacramento featured the talents of newly crowned National Champion Mike Hale, of Texas, with Larry Pegram of Ohio serving as Hale's understudy.

Hale not only won his six-lap heat race and the 10-lap Junior Invitational, but also topped a special, three-lap Dash-for-Cash which featured the top three finishers from each of the Junior heat races.

Peagram set fast qualifying time in the Junior class (38.211/94.214) and won his heat race after starting seventh, and finished second behind Hale in both the feature race and the three-lap sprint race.

Hale, a teenage high school student, came off the line in midpack at the start of the Dash-for-Cash, but he was leading the event by the end of the first go-around and never looked back. Following Hale home were Pegram, Steve Rasmussen, Andy Tresser, Steven Raymond and Kris Kiser. Hale pocketed $1000 for the win.

It was the same story in the Junior Invitational. Pegram and Hale suffered a terrible starts at the beginning of the feature, but quickly began making up ground. By lap three Pegram was leading, and Hale, who had started eighth, was running second. They traded the point until lap eight, when Hale took over for good. Pegram settled for second, Steven Raymond finished third, Rasmussen took fourth, and Tresser finished fifth.

Camel Challenge

Ingram nailed the holeshot in the five-lap, $17,500 Camel Challenge, leading Morehead and Jorgensen into the first turn. Factory Harley riders Carr, Parker and Springsteen brought up the rear. Morehead had taken over the lead by the end of the first lap and looked as if he might pull away from the field.

Parker spent the first two laps running his trademark high line, but when that didn't work decided to move down low, next to the rail.

"When I was running on the outside, I didn't know if they knew I was there," said Parker. "I dropped to the inside line because I knew it would fluster them when I stuck my front wheel under them, even if I couldn't pass them."

The tactic worked. Parker pressured his way past Carr, then drafted by Jorgensen going into turn three. He followed up on subsequent laps by drafting first Ingram, then Morehead, on the backstraight to take the win.

"I made one mistake," said Morehead. "I missed my brake marker in the middle of turn three, and when you've got someone like Scotty Parker behind you that's all it takes. When you race against a champion like Scott Parker you have to ride on the bubble."

Morehead finished second, followed by Carr, Ingram, Jorgensen and Springsteen.

National

By virtue of winning the fast heat, Ingram was on the pole for the 25-lap National. The front row was filled out by Parker, Carr, Jones, Farris and Day. Sitting on row two were Morehead, Springsteen, Jorgensen, Davis, Poovey, and Mertens. Atherton, Pearson, Chandler, Estep and Eklund filled out the field on row three.

After bad starts in his heat and in the Camel Challenge, Parker was careful where he lined up for the feature race.

"After two bad starts on the same surface, I figured something was wrong," he said. "So I dropped to where the dirt was thicker. It made a hell of a difference."

Ingram was first off the line in the main event, but Parker was the first rider to power into turn one. As the two-time National champ exited turn two he had Ingram, Morehead, Carr, and Farris in tow. Springsteen was running midfield.

With nobody to hold him up, Parker and his Bill Werner-tuned Harley were gone. His record-breaking 10th National win of 1989 was as good as in the books.

In the opening laps Ingram was all over the track. Eventually he found the best line for his Sponseller Honda, but not before he had dropped from first to fifth.

The first rider to benefit from Ingram's problems was teammate Steve Morehead, who had moved into second by the end of the first go-around. But Morehead slipped off the groove, allowing Carr to take over second, and one lap later Farris had moved into third.

By the third lap Springsteen had charged from deep in the pack to sixth place. Springer was running fifth by lap four, the same lap Parker clocked in with a 37.80-second circuit. On lap five Parker was sitting the pace for Carr, Farris, Ingram, Springsteen, Morehead, Jorgensen, Davis, Day and Mertens.

For the next five laps, Parker pulled away, stretching his lead from one second to one and a half seconds. Springsteen continued to gain on the battle for second featuring Carr, Farris and Ingram. On lap nine Springer bumped Ingram to fifth, and the Springsteen/Farris/Carr fight for second began in earnest on lap 10 when Springer drafted Farris and Carr to take over second going into turn three.

Farris returned the favor on the next go-around, and for the final 15 laps the trio banged bars, bumped each other in the corners, and drafted each other repeatedly on the straights.

On lap 16, Parker turned a 37.28, and was leading Springsteen, Farris, Carr, Ingram, Jorgensen, Davis, Jones, Eklund, Morehead (who was rapidly working his way backward through the field), Poovey, Mertens and Atherton.

Parker's lead had grown to 4.54 seconds by lap 20. Springsteen, Carr and Farris were still battling it out, side-by-side, in the turns, with an occasional challenge from Ingram, who was running fifth.

Parker clocked in with a 37.30-second circuit on the white flag lap, and finished the race with a 6.1-second margin of victory.

Farris led the battle for second coming off of turn four on the final go-around, with Springer and Carr right on his rear fender. Both went for the draft, Springsteen on the inside and Carr on the outside. Springer made it past Farris. Carr didn't.

"I figured if they were going to beat me, they were going to have to pass me out of that last turn," said Farris.

Coming out of the last turn, Springer knew he had second in the bag.

"Rodney's bike was fast on the backstraight, but it was lazy coming out of turn four," Springer said. "I'd start running over him even before I'd get in his draft."

Ingram finished fifth, and Davis took an uncontested sixth after battling for the spot with Jorgensen for most of the race. Jorgy coasted into the pits on the white flag lap when his motorcycle "went on one cylinder."

Jones took seventh, Morehead ended up eighth, Day came home ninth and Chandler filled out the top 10. Rounding out the field were Eklund, Atherton, Poovey, Mertens, Estep and Pearson. Jorgensen was credited with 17. •

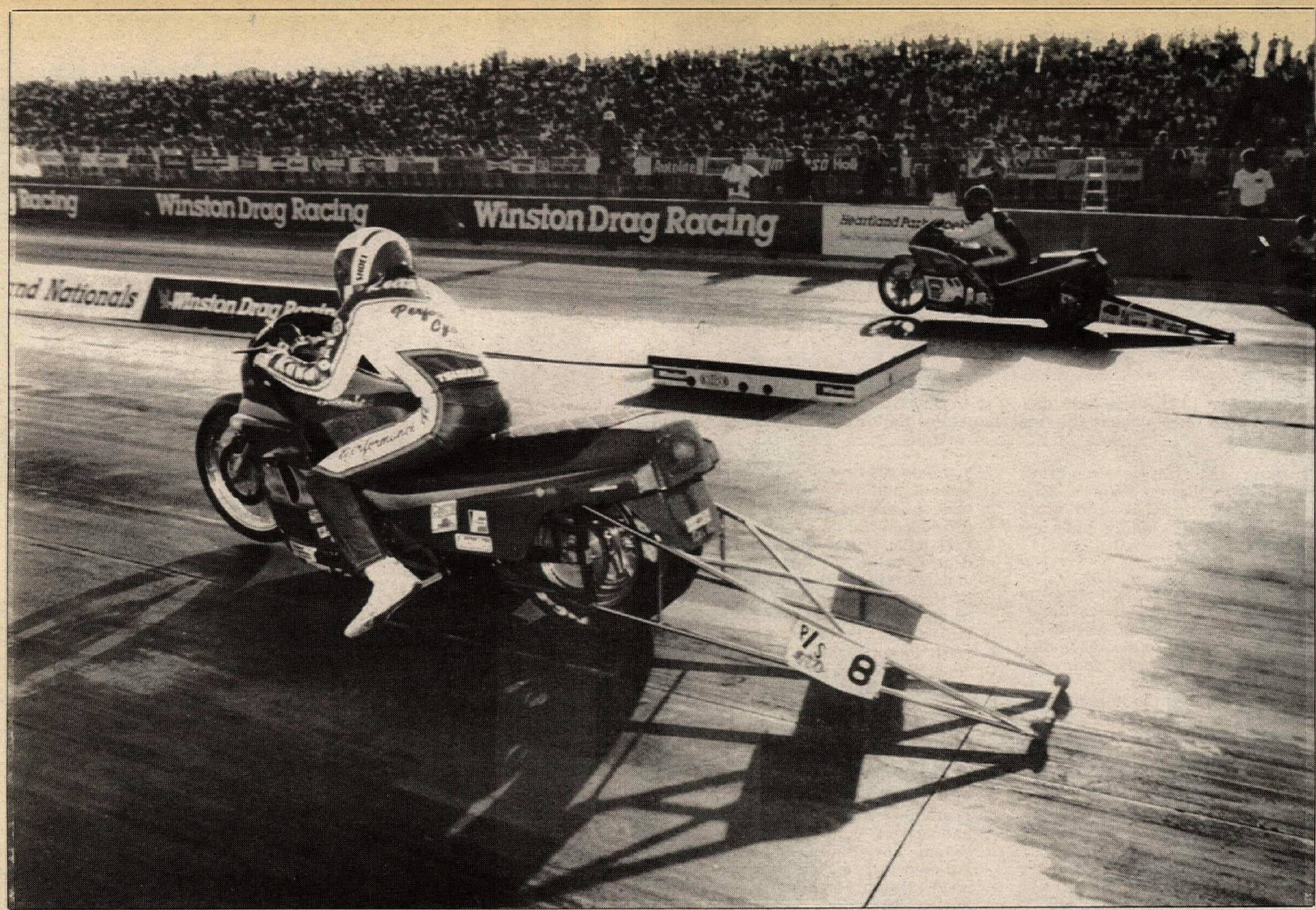
Results

25-LAP NATIONAL: 1. Scott Parker (H-D); 2. Jay Springsteen (H-D); 3. Rodney Farris (H-D); 4. Chris Carr (H-D); 5. Dan Ingram (Hon); 6. Will Davis (H-D); 7. Ronnie Jones (Hon); 8. Steve Morehead (Hon); 9. Keith Day (Hon); 10. Doug Chandler (Hon); 11. Steve Eklund (Hon); 12. Kevin Atherton (H-D); 13. Terry Poovey (Hon); 14. Tim Mertens (H-D); 15. Don Estep (H-D); 16. Scott Pearson (H-D); 17. Alex Jorgensen (Hon).
TIME: 15 min., 49.850 sec.
AVERAGE SPEED: 94.752 mph.

CAMEL CHALLENGE: 1. Scott Parker (H-D); 2. Steve Morehead (Hon); 3. Chris Carr (H-D); 4. Dan Ingram (Hon); 5. Alex Jorgensen (Hon); 6. Jay Springsteen (H-D).

10-LAP JR INVITATIONAL: 1. Michael Hale (H-D); 2. Larry Pegram (W-R); 3. Steven Raymond (W-R); 4. Steve Rasmussen (H-D); 5. Arthur Tresser III (W-R); 6. Kris Kiser (W-R); 7. Speedy Kell (W-R); 8. Cory Perrault (H-D); 9. Tony Holdsclaw (W-R); 10. Steve Mayfield (W-R); 11. Kevin Bricker (W-R); 12. Mike McDonnell (H-D).
TIME: 6 min., 29.934 sec.
AVERAGE SPEED: 92.311 mph.

FINAL AMA GRAND NATIONAL CHAMPIONSHIP/CAMEL PRO SERIES POINT STANDINGS: 1. Scott Parker (266); 2. Chris Carr (216); 3. Dan Ingram (136); 4. Steve Morehead (133); 5. Doug Chandler (127); 6. Terry Poovey (119); 7. Ronnie Jones (110); 8. Jay Springsteen (105); 9. Rodney Farris (104); 10. Will Davis (87); 11. Kevin Atherton (54); 12. Ricky Graham (49); 13. Tim Mertens (42); 14. Steve Eklund (41); 15. Steve Aseltine (34); 16. George Roeder II (29); 17. Bily Herndon (27); 18. Keith Day (24); 19. Scott Pearson (19); 20. Don Estep (17).



John Mafaro (far lane) turned an eight-second-flat run against Keith Gray's (near lane) 8.06-second clocking to claim his fifth NHRA win of the year.

NHRA Castrol GTX Championship Drag Race Series: Round 7

Mafaro cruises to Heartland Park win

By Todd Veney

TOPEKA, KS, SEPT.29-OCT. 1

John Mafaro blew away the Pro Stock field at the National Hot Rod Association's windswept Heartland Nationals for his most one-sided National victory of the year.

The win, "Pizza John's" fifth in seven Castrol GTX Drag Racing Series events this season, also clinched the Castrol championship, a title that other racers conceeded to him much earlier in the year.

Mafaro, who had won just one NHRA National event in a seven-year professional career before 1989, has utterly dominated this year, racking up a 24-2 won-loss record and the season championship.

His Heartland win was his most effortless of the season. He breezed into victory land while the only four riders with even a mathmatical shot at beating him for the season-long points title — David Schultz, John Myers and Phil Tannery — were cut down in the first round of elminiations.

Stunning upsets are a rare commodity in Pro Stock racing, where the above three riders and Mafaro seemingly always take the top four qualifying positions and all four semi final spots.

At Heartland Park, Topeka, as expected, the big four were the only riders to break the seven-second barrier.

Myers was on the pole at 7.79/172.64, nearly duplicating the 7.74 NHRA record he set just four weeks earlier while beating Mafaro in the final round of the biggest race of the year, the U.S. Nationals. Mafaro and Schultz, the outgoing Castrol champion, were a tenth back with respective runs of 7.87/171.42 and 7.88/168.72. Tannery, in his first year on the 1325cc Vance & Hines Suzuki Katana, trailed in fourth at 7.96/169.26.

Twenty-mph winds blowing off the plains and right down the all new Topeka track slowed the bike contingent tremendously on race day; not one bike got into the sevens in elminations. The gales blew hard enough to push some riders backwards as they inched the lightweight machines into the staging beams.

Schultz was stunned to learn as he got off his bike at the end of the track after an apparent first-round win over Tom Wolbers that the red-light in his lane was glowing back at the starting line. Evidently, Schultz's "Eagle-1" Ninja wasn't exactly on the starting line when the race began.

Tannery, the acknowledged master of the "Christmas Tree" lights that start each race, lost despite a trademark holeshot on many-time NHRA National event winner Rick Stetson. But what should have been a routine win was ruined when Tannery's bike bogged so badly right off the line that he almost flew over the handlebars.

Everything fell apart at once for first-year pro Myers. He was left at the line by Russ Olmstead, who ran just an 8.27/154.87. But Myers fared much worse, falling off his qualifying pace by the unheard-of margin of half a second while nearly falling off his revolutionary Suzuki GSXR bike.

"The wind was making me uncomfortable before I'd even left the line, but when I dumped the clutch, I slid right off the seat." Myers explained. He fought for control through the first three gears, got it, but then lost when his transmission wouldn't fall into high gear. Myers still managed an 8.25/157.34, but because his reaction time was three-hundredths of a second slower, he lost by a hundredth.

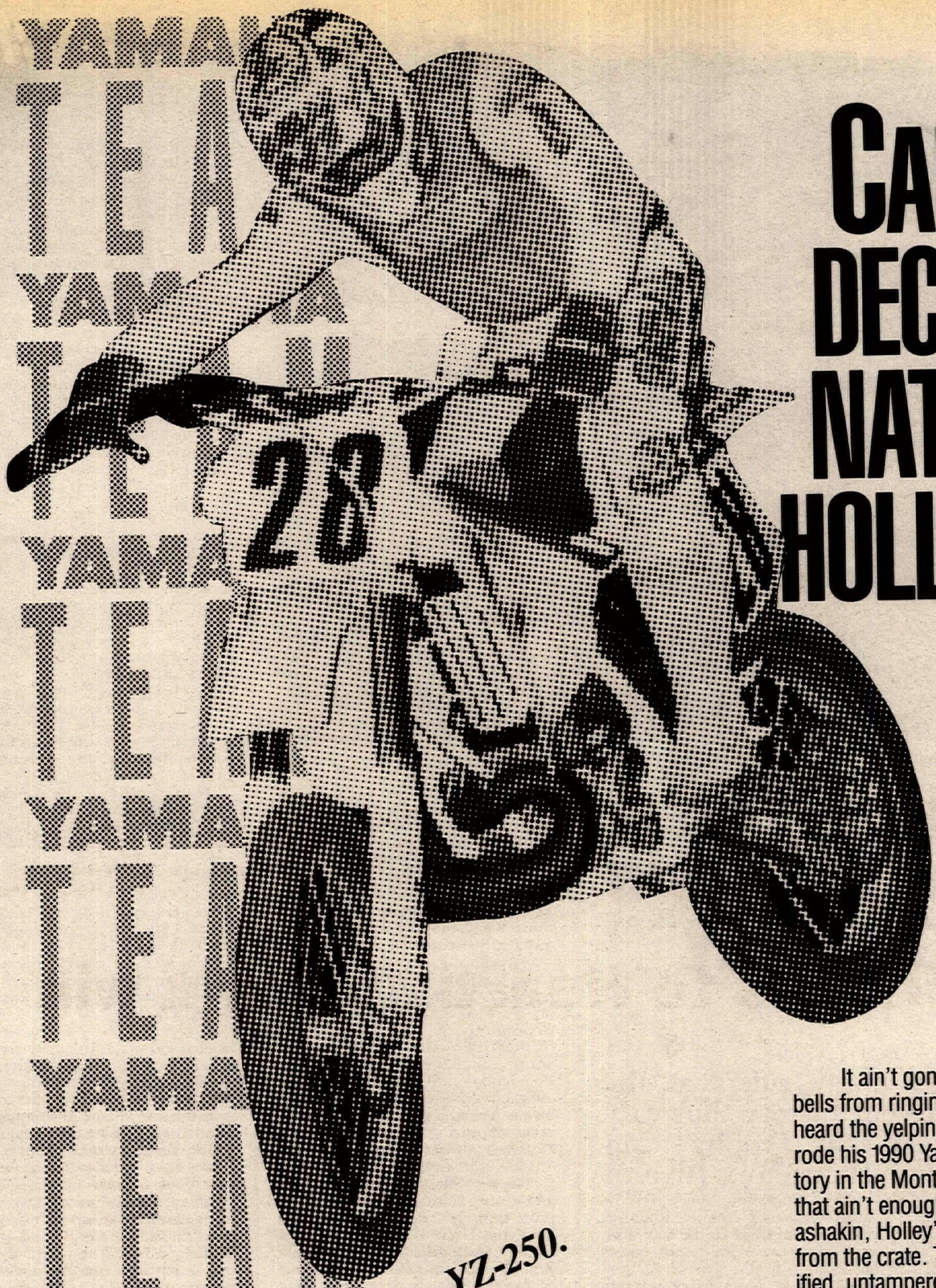
Mafaro had a much easier time of it in the first round, and in ensuing rounds. He cruised to three straight 8.0s to crush Steven Meiterman, Steve Drake and Stetson by at least a quarter of a second.

"Pizza John" ran an 8.05/157.34 to outdistance Meiterman's fouling 8.53/154.08, an 8.06/163.93 to beat Drake's 8.29/158.11, and an 8.07/163.51 to wipe out Stetson's 8.30/155.76.

Keith Gray advanced to a National event final for the first time this season by getting faster in every round. He ran times of 8.13/160.68, 8.13/160.65, and, in the semi finals, an 8.09/161.43 to beat Boyer's identical 8.09/163.60 by just three-thousandths of a second.

Gray continued to improve in the final, but his 8.06 was edged by Mafaro's superior 8.00/165.71, the quickest and fastest run of eliminations. Gray shouldn't have to worry about being outpowered next year; he'll be riding the '88 Suzuki Katana Mafaro used to dominate the Castrol GTX Championship so thoroughly in 1989.

Mafaro will take his last ride on the all-conquering machine at the Los Angeles County Fairgrounds during the season-ending NHRA Winston Finals in Pomona, California, October 26-29. •



CANADA DECLARES NATIONAL HOLLEY-DAY.

It ain't gonna keep the school bells from ringing, but you shoulda heard the yelping for Jim Holley as he rode his 1990 Yamaha YZ-250 to victory in the Montreal Supercross. If that ain't enough to get your head ashakin, Holley's engine was straight from the crate. That's right, unmodified, untampered with factory perfection. Right outta the box and into the winner's circle. It was the first race by a 1990 Yamaha and it was the first win. The Yamaha YZ-250. One-for-won for 1990. The Holley-day season is off to a crate start.

YZ-250.

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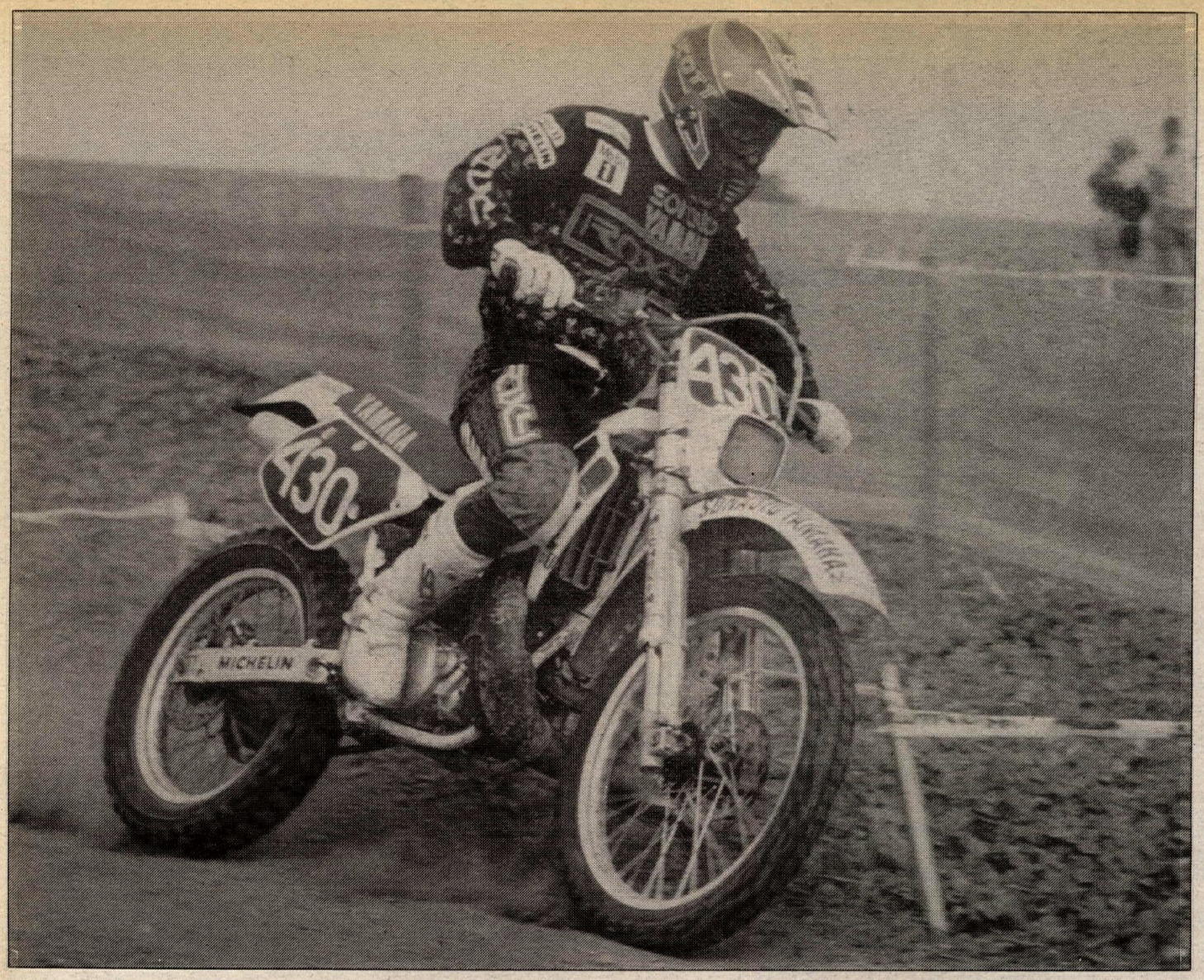
Professional rider depicted during closed-course event. Do not attempt these maneuvers. Dress properly for your ride with a helmet, eye protection, long-sleeved shirt, long trousers, gloves and boots. Yamaha and the Motorcycle Safety Foundation encourage you to ride safely and respect the environment. For further information regarding the MSF rider course, please call 1-800-447-4700. Do not drink and ride. It is illegal and dangerous. Specifications subject to change without notice. ©1989 Yamaha Motor Corporation, U.S.A. (Cypress, CA 90630)



France's Stephane Peterhansel captured his second consecutive ISDE overall win in West Germany.

64th International Six Days Enduro

Italy breezes to win in West Germany

By Kit Palmer

WALLDURN, W. GERMANY, SEPT 25-30

It was described by many riders as the "easiest" ISDE in recent history, but easy or not, the Italian World Trophy team captured its seventh ISDE victory (five of which have come in the last 10 years), beating the tough Swedish team by a comfortable 336.3-point margin. Host country West Germany finished a distant third, followed by 15-time ISDE Champions Czechoslovakia and seven-time Champions East Germany.

The defending champs, the French team, was Italy's closest competition in the early stages before one of their riders was disqualified for switching motorcycles after experiencing a seized engine. Running in second place at the time, the French team was relegated to last place in the final standings. This moved Sweden into second where they remained for the rest of the event, and they never really threatened the strong Italian team.

Finishing in sixth place, three positions better than they did in last year's ISDE in France, was the United States Trophy team, consisting of Larry Roeseler, Dave Bertram, Kurt Hough, Jeff Fredette, Jeff Russell and Terry Cunningham. The team was led by nine-time gold medalist (including the medal he earned in West Germany) Roeseler, who finished third in the 80cc class and had the lowest evaluation points of all the U.S. Trophy riders. Roeseler rode a modified Kawasaki KX125 fitted with a KX80 engine.

In Junior World competition, Finland earned its first-ever Junior World trophy with a narrow victory over West Germany. The final special test moto on the last day determined the outcome between these two countries. Finland finished just 32.30 points ahead of West Germany, while France was third with 1025.99 points.

The U.S. Junior World team — two-time National Enduro Champion Randy Hawkins, last year's Top American Fred Hoess, Aaron Hough and Todd Harris — got off to a bad start when Honda-mounted Harris suffered mechanical problems on day one and was 15 minutes late to a check. This dropped the team to last place in the day's results column, but the team would eventually work its way up to seventh by the end of the event.

The battle for top individual honors was a see-saw duel between last year's top performer Stephane Peterhansel from France, and fellow countryman Gilles Lalay. Peterhansel, riding a 360cc Yamaha YZ250WR in the Open class, led after the first day, but in a day-two terrain test, the Frenchman crashed and lost many points, giving Lalay the lead. Lalay's Honda CR500, however, failed to start in time in the morning on day three, and he was tagged with 60 penalty points, which knocked the former two-time ISDE overall winner out of the overall contention. Peterhansel shot back into the lead after day three, and from that point on the Yamaha rider dominated the event, capturing his second straight ISDE overall victory.

The U.S. rider with the lowest total score of the event was club rider and former 250cc MX World Champion Danny LaPorte. LaPorte, 32, challenged the competitive 500cc class on a modified 285cc Kawasaki KX250, and finished a respectable 11th out of 84 riders. It was LaPorte's first try at the Six Days.

When asked if he would ride the Six Days again, LaPorte replied, "Yea, but I still have a lot to learn about it."

Approximately 450 riders started the event, which included 20 World Trophy and 13 Junior World teams. The French Trophy team was favored to win the event with proven members such as Peterhansel, Lalay, four-stroke ace Laurent Pidoux and the very fast Marc Morales. The Belgian team was also touted as a top contender after stacking its team with some well-known GP MXers like Marc Velkeneers, Alain Lejeune and Marnicq Bervoets. But 80cc team member Bernard Magain was the team's weak link and he broke down on day two and failed to finish the event, putting the Belgian team out of contention.

Another GP motocrosser at this year's ISDE was Heinz Kinigadner, a two-time 250cc World Champion from Austria, riding a KTM. Kinigadner was the top scorer on the Austrian Trophy team, and finished 24th in the 500cc class. The team placed 10th in the Trophy competition.

The winning Italian squad was made up of Marco Rossi, Stefano Passeri, Angelo Signorelli, Paolo Fellegara, Luca Trussardi and Franco Gualdi. Missing from the roster was one of Italy's top enduro riders, Tulio Pellegrinelli, who broke his leg just prior to the event and was replaced by an alternate rider.

In the American pits, a record number of 47 riders qualified for the West German Six Days, and all of the riders finished the event except for one, club rider Tom Ehmke, who was unable to start the event after breaking his leg while testing his bike just a few days before the start. Twenty-three Americans earned gold medals; 20 took home silver medals, and three riders received bronze medals.

The U.S. support program was strongly in evidence with Kawasaki, Yamaha and Suzuki represented. Kawasaki's Team Green offered the most support, sending over a number of mechanics, tools and parts, as well as supplying all the U.S. Trophy riders with a huge tent to work under at the impound area, the Parc Farme. Suzuki and Yamaha also sent over representatives and spare parts. Of the 46 U.S. riders competing, 17 were on Kawasakis, nine rode Hondas, seven each were on Yamahas and KTMs, five aboard Suzukis and one on a Husqvarna.

The majority of the competitors felt that this year's ISDE left a lot to be desired, mainly because of what they called an "easy and basically boring" trail for each of the six days. The relatively flat terrain featured mostly two-track dirt roads on open farm land, paved bicycle paths and streets. There were no single-track trails to speak of. This made the terrain and grass track special tests crucial, and this greatly benefited the more motocross-oriented European riders. The American team riders, on the other hand, were hoping for rugged terrain, which they are more accustomed to. Upon arriving in West Germany, it was apparent that this year's ISDE was going to be an uphill battle for the Americans, who are still seeking their first ISDE World Trophy win.

It was cool and overcast when the first group of riders left the start area Monday morning for the start of day one. The first group of riders consisted of the Trophy and Junior World riders, starting with the 80cc bikes, with the 500cc four-strokes taking up the rear. After the Trophy riders came the Club riders.

Each day, with the exception of the sixth, featured approximately 150 miles of trails in two loops. Each loop featured one grass track special test and one terrain test that was timed only on the second loop. There were no acceleration tests. The spectators' favorite event, the MX special test, took place on the final day.

A fairly slow time schedule was used on the trail, and as a result none of the riders had any problems making the checks on time throughout the week, with most arriving about 10 minutes early. On day five, though, the speed average was bumped up a little, but the riders still had plenty of time in hand at the checks.

The U.S. Junior World team suffered a major setback early on the first day when Todd Harris had

problems with a slipping clutch in his Honda XR250. The Texan replaced the entire clutch assembly, but in doing so was 15 minutes late to the next check and was penalized 900 points. This dropped the team to last place in the day's results column.

"The clutch started slipping pretty badly during the first loop," explained Harris. "I thought I might be able to finish the day, but I figured the clutch wouldn't last that long. So I replaced the whole clutch assembly, the basket and all."

In the first grass track special test, the rider to beat was Peterhansel, who clicked off the fastest time in 343.71 seconds, with Sweden's Kent Karlson next best at 354.14. When the USA's Danny LaPorte entered the starting grid for his first test, many European spectators cheered for the former MX World Champion, for it was LaPorte's first appearance in Europe since he won the 250cc title in 1982. Although LaPorte clicked off a faster time than any of the U.S. riders, LaPorte's time was well off of Peterhansel's pace, as he was 17.35 seconds slower than the Frenchman.

On the second loop, Peterhansel's time was three seconds slower than his first performance, but he still went faster than anybody else with a score of 346.66. LaPorte, on the other hand, improved on his first score by one second, but couldn't beat the fastest U.S. time set by Kawasaki KX250-mounted Kurt Hough, who was four seconds faster than LaPorte. In the terrain test it was Peterhansel again with the fastest time.

At the end of the first day, Peterhansel was the fastest rider in all three of the special tests and was the top individual rider for the day, which helped lead his team to the top placing at the end of the day. A total of four French riders topped their respective classes for the day: Alain Boissonade topped the 80cc class, Peterhansel dominated the 500s, Laurant Charbonnel headed the 350cc Four-Stroke division and Laurent Pidoux topped the 500cc Four-Strokes. Leading the 125 and 250cc classes were Italy's Stefano Passeri and Sweden's Kent Karlson, respectively.

France compiled a total of 41.92 evaluation points for the day with Italy in second with 54.94 points. Sweden was third with 87.60. Relatively fast scores in the tests left the U.S. Trophy team in fifth place.

In the Junior World division, West Germany, led by Dirk von Zitzewitz, held a comfortable lead over France, Finland and Italy.

Tuesday saw the riders on the same trails, but they were run in the reverse direction, and it was one of the more exciting days of the event.

It began when rumors started circulating through the Parc Farme that French rider Alain Olivier had illegally switched motorcycles after suffering a lower-end seizure to his KTM 250 early in the first loop. After hearing these rumors, a course marshal began observing the French pits and discovered a KTM 250 parked there, with a broken piston rod protruding through the engine cases, that looked identical to the one that Olivier was riding at the end of the day. The marshal decided the rumors were true and disqualified Olivier for switching bikes. The team was assessed 15,000 penalty points that day and for each day following.

Despite having the two fastest grass track times of the day, Peterhansel surrendered the overall individual lead to Lalay when he crashed in the terrain test and lost almost 60 seconds. The fastest American riders in the two grass track tests were, again, LaPorte and Kawasaki KX125-mounted Terry Cunningham. Frenchman Laurent Pidoux, riding a Husky four-stroke, nailed down the fastest terrain test time.

American Larry Roeseler (5) battled Frenchman Alain Boissonade in the 80cc final MX special test moto.

American Jr. World rider Aaron Hough chases Italy's Angelo Signorelli. Hough was USA's top 125cc rider.

In the U.S. pits, Scott Summers, who is currently in contention for the AMA National Championship Hare Scrambles title, discovered that the rear wheel on his Honda XR600 was rapidly falling apart with broken spokes. He rolled into the Parc Farme at the end of the day with the wheel wobbling so badly that the tire was contacting both sides of the swingarm. Summers managed to get the wheel relaced and finished the event without losing any points.

"It was my fault," said Summers. "It was a new wheel and I just forgot to tighten the spokes."

Indiana's Gary Hazel came into the pits at the end of the day with a broken kickstarter gear, which meant he couldn't use the kickstarter to fire up the engine. Hazel lost 60 points at the start of each of the following four days because he had to push start his bike. However, Hazel was unable to bump start the big four-stroke on his own, and had to wait for teammate Kevin Hines, who started a couple of minutes behind him, to give him a push. The 1987 National Enduro champ Hines was riding a 600cc four-stroke KTM.

With France's Olivier being DQed, Italy shot into the lead at the end of the day with Sweden moving into second followed by West Germany. The U.S. team was passed by both the East German and Czechoslovakian teams, and dropped to sixth. But spirits were still high in the American pits with both Roeseler and club rider and ISDE rookie Jimmy Lewis moving into second place in the 80 and 350cc Four-Stroke classes, respectively.

Day three saw cold and fairly wet weather conditions with a new trail and grass track special test.

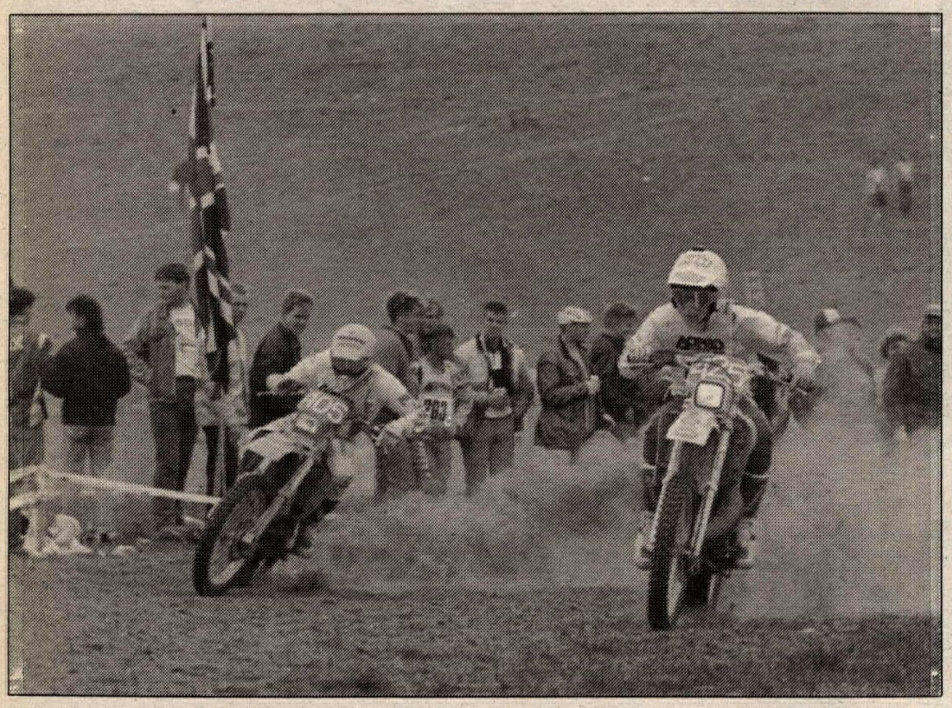
Lalay lost the overall lead Wednesday morning when his Honda CR500 failed to start in his alotted one-minute time period, and he'd drop to eighth in class by the end of the day.

Once again, Peterhansel had the fastest times in both grass track special tests, but Sweden's Bill

Former 250cc MX World Champion Danny LaPorte rode his first ISDE and claimed Top American honors. He finished 11th in the 500cc class.

American Club rider Fritz Kadlec negotiates one of the terrain special test sections that was located on a German military tank training base.

The American rider and support team was almost 200 strong. The whole crew gathered at opening ceremonies.



Marc Velkeneers (405) and Bert von Zitzewitz dice in the MX special test. Velkeneers' KTM eventually seized while he was leading.

Andersson, on a 510cc Husky four-stroke, claimed the fastest terrain test time.

LaPorte's speed in the special tests had been gradually getting faster and faster as the event progressed. On this day, LaPorte registered the fastest times of all the Americans in all three of the day's special tests. But LaPorte's times were still approximately seven seconds off those of Peterhansel.

It was on this day that former four-time U.S. National Enduro Champion Cunningham broke his foot in a grass track special test.

"I just grabbed too much front brake and crashed," said Cunningham. "My foot got trapped between the ground and the engine cases."

In pain, Cunningham managed to continue riding. At the end of the day, the team doctor put a cast on the foot. The cast was cut off the next morning and he rode. When he finished the day, a new cast was put on the foot. He repeated this procedure for the next three days. His special tests times were slightly affected by the injury.

A few miles from the final check, U.S. club rider Grant Palenske had the piston in his Yamaha YZ250WR break apart, forcing him to replace the piston and rings on the trail. Palenske completed the job with only nine minutes shy of houring out.

Despite his fast times in the special tests, LaPorte's times for changing tires at the end of each day were quite the opposite. On Wednesday, LaPorte came within minutes of being late to the impound after it took him 19 minutes to change a rear tire.

"Changing tires isn't one of my specialties," said a laughing LaPorte. "I don't changes tires too often, and when I do, I'm usually at home and spend all day doing it. I'll get the wheel off the bike, get sidetracked, go riding or something, come back, put the new tire on the rim, go have lunch, and maybe finish the job the same day. I'm not used to having to do it in 10 or so minutes."

After Wednesday's scores were tallied, there were no major changes in the standings. Italy had stretched its lead over Sweden by a few points, while West Germany maintained its comfortable advantage over Czechoslovakia. A few points in back of the Czech team was East Germany, and the U.S. team was all alone in sixth with Great Britain a distant seventh.

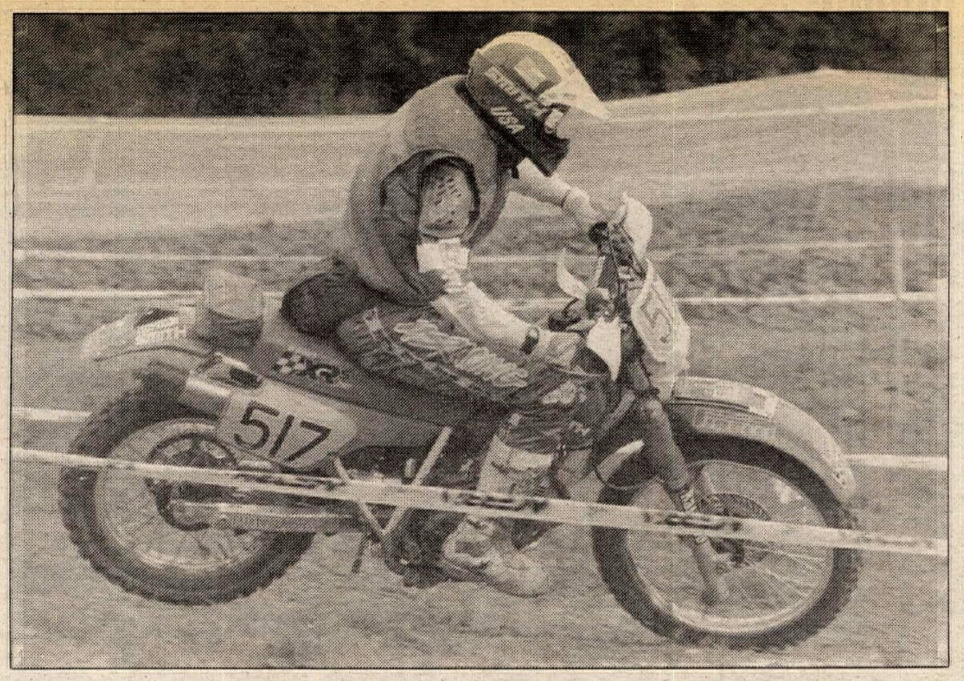
After moving into second place in their respective classes the day before, both Roeseler and Lewis slipped back to third.

By the fourth day, it was apparent that the World and Junior World Trophy standings would remain the same unless something drastic happened to any of the top teams' riders. And that almost happened when the Italians protested Peterhansel's bike for being under the minimum weight. When his bike was weighed Friday morning, it was found to be within the legal limit, although the night before it was weighed and found to be too light 2.2 pounds under the required 220 pounds. Mysteriously, Peterhansel's bike gained a few pounds over night while in impound. The officials admitted that their scales were faulty and the protest was disallowed.

As the event rolled on, Italy's times in the special tests were still among the fastest and the team's points lead continued to grow. Peterhansel also continued to set the fastest times in the tests and he, too, stretched his lead every day.

Meanwhile, the wrenches were flying in the U.S. pits. All 46 of the American riders were still running, but there were a few close calls. Kawasaki KX500 club rider Rob Neeley and Yamaha YZ250WR rider Joe Zierman both suffered top-end seizures on the trail, but both managed to replace the broken parts without houring out, although Zierman only had one minute to spare at the next check.

Suzuki RMX250 riders Rob Mesecher and Ron Lawson were kept busy in the pits just before impound. Mesecher's transmission was stuck in fourth and fifth gears, and Lawson's waterpump seal gave out. Both riders began working on their bikes before impounding their Suzukis Thursday afternoon, and finished the job Friday morning before the start. However, Mesecher was a little late to the start after replacing a broken



ISDE rookie Jimmy Lewis surprised a lot of people by finishing in second place in the 350cc Four-Stroke class. He was America's top class finisher.

shift shaft, and was penalized 60 points.

An all-new trail was used on Friday with a slightly faster speed average, but still none of the top riders had problems reaching the checks on time.

The same grass track special test course that was used on days three and four was used on Friday, but there was a different terrain test, which many of the riders seemed to enjoy, finding it the most challenging section of the entire six days.

Peterhansel continued to dominate the grass track, claiming the top scores both times, as well being fastest in the terrain test. The fastest U.S. times belonged to Aaron Hough, LaPorte, Kurt Hough, Fred Hoess and Jeff Fredette.

Day six featured a short, 10-mile trail which led straight to the final motocross special test. Each moto featured approximately 30 riders in a five-lap sprint race run over grassy, rolling hills. A total of 13 motos were held.

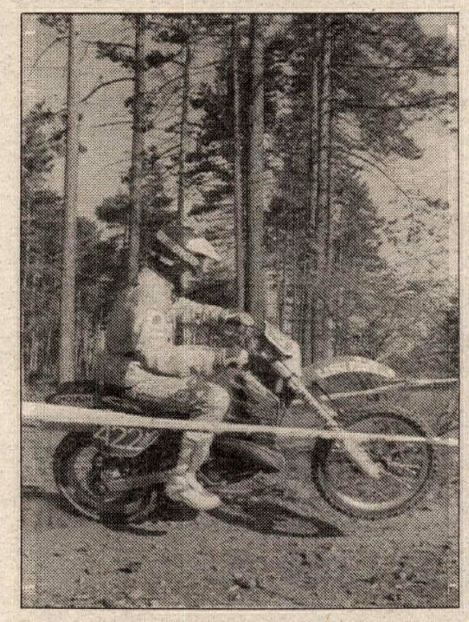
The first moto fielded the entire 80cc class, and saw Italian Marco Franceschett on an Italian-made TM take the win over Frenchman Alain Boissonade, while Roeseler worked his way up from fifth place to finish third.

Great Britain's Paul Edmondson was in third place in the 125cc class going into the final moto but beat the class leader Italy's Stefano Passeri by 10 seconds and Sweden's Jeff Nilson by 13 seconds to capture the 125cc class title. Last year in France, Edmondson lost the 125cc title in the final MX moto when he crashed while leading the race. The top American finisher in the moto was Aaron Hough in fourth.

The first 250cc moto saw Italian club rider Dario Groci take a narrow win over Belgian rider Marnicq Bervoets and West Germany's Dirk von Zitzewitz. GP MXer Alain Lejeune was fourth with Kurt Hough finishing fifth, six seconds behind the Belgian.

The first 500cc moto was the race that everyone was waiting for, and featured Peterhansel, LaPorte, Lalay, Kinigadner, Italy's David Trolli, Sweden's Sven-Eric Jonsson, Belgian Marc Velkeneers, Americans Dave Bertram and Fritz Kadlec, and many other top contenders.

When the gate dropped, West German rider Bert von Zitzewitz shot into the lead, inches ahead of Velkeneers and LaPorte. In the first couple of turns, LaPorte slipped past Velkeneers but crashed while trying to pass von Zitzewitz for the lead, and picked himself up back in midpack.



Frenchman Gilles Lalay was the overall leader after day two.

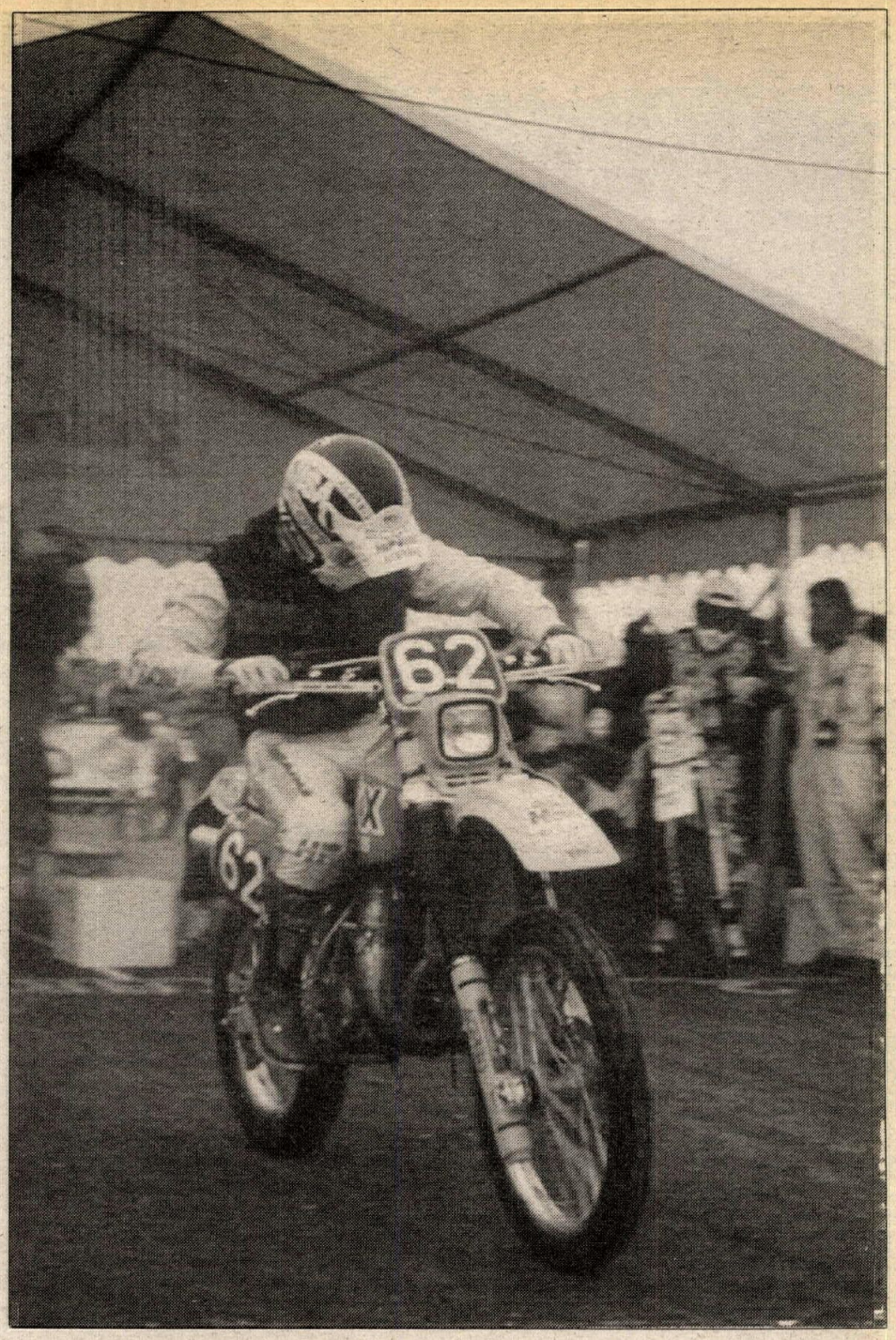
"When I changed my front tire before the moto, I pinched the tube and the tire was almost flat before the moto even started," said LaPorte. "At first I didn't know it was flat, but the front end just kept pushing in all the turns, and then I figured out what had happened."

Despite the flat tire, LaPorte managed to pick off a number of riders, but he crashed again and lost more positions.

Up front, the battle between von Zitzewitz and Velkeneers was fierce, while Peterhansel was making his move back around fifth. By the second lap, Velkeneers had the lead and was pulling away from von Zitzewitz. Peterhansel then moved up and passed the German rider, but found a wide gap separating himself from leader Velkeneers.

As the race progressed it looked as though Velkeneers would run away with the moto, but with one lap remaining, Velkeneers' KTM seized and Peterhansel suddenly found himself all alone and out in front. The Frenchman crossed the finish line in the lead and clinched his second ISDE overall win. Second in the moto went to von Zitzewitz, who was followed by Spain's Agustin Vall, Poland's Zbigniew Przybyla and East Germany's Andreas Ciffka. The top American rider in the moto was Bertram. LaPorte's midpack finish dropped him from 10th to 11th in the final class standings.

North Carolina's Rob Neeley was the only American rider to win a moto, and he did it in the third and final 500cc moto on his Kawasaki. Neeley was running third for the first half of the race until he passed the two front-runners on the second-to-last lap.



A broken foot suffered on the third day didn't stop American Trophy rider Terry Cunningham from finishing. He still took home a gold medal.

American Jimmy Lewis went into the final 350cc Four-Stroke moto in third place behind Charbonnel and Italian Franco Gualdi. Charbonnel easily won the moto and clinched the class victory, while Lewis finished in fourth place. But Lewis finished five seconds ahead of Gualdi, which boosted Lewis into second place in the final standings. Lewis beat Gualdi by .36 of a second.

Laurent Pidoux wrapped up the 500cc Four-Stroke class victory with an easy victory over Holland's Simon Schran and West Germany's Jurgen Mayer. •

Results

WORLD TROPHY: 1. Italy (469.50); 2. Sweden (805.80); 3. West Germany (1163.40); 4. Czechoslovaki (1165.00); 5. East Germany (1308.30); 6. USA (1771.10); 7. Great Britain (1992.70); 8. Holland (2034.60); 9. Finland (2584.80); 10. Austria (3153.40); 11. Switzerland (3442.90); 12. Spain (3451.20); 13. Australia (3537.80); 14. Poland (5105.70); 15. Hungary (5435.80); 16. Portugal (8156.20); 17. Ireland (10259.70); 18. Canada (34188.20); 19. Belgium (65274.40); 20. France (75370.00).

JUNIOR WORLD: 1. Finland (921.20); 2. West Germany (953.40); 3. France (1025.99); 4. East Germany (1365.57); 5. Czechoslovakia (1654.61); 6. Sweden (1673.63); 7. USA (2047.79); 8. Poland (2094.05); 9. Holland (2283.72); 10. Mexico (2746.75); 11. Spain (3851.19); 12. Great Britain (3860.40); 13. Italy (31009.08).

80: 1. Alain Boissonade (ATM) Italy; 2. Marco Rossi (Kaw); 3. Larry Roeseler (Kaw) USA; 4. Franco Muraglia (TM) Italy; 5. Thomas Bieberback (Sim) E. Germany. AMERICANS: 21. Taz Harvey (Kaw).

125: 1. Paul Edmondson (KTM) G. Britain; 2. Stefano (Hus) Italy; 3. Jeff Nilson (Yam) Sweden; 4. Angelo Signorelli (Yam) Italy; 5. Armin Sponsel (KTM) E. Germany. AMERICANS: 10. Aaron Hough (Kaw); 22. Terry Cunningham (Kaw); 23. Jeff Fredette (Kaw); 37. Kelby Pepper (Kaw); 57. Donnie Simone (Kaw); 60. Brad Lowe (Kaw); 70. Joey Lane (Kaw).

250: 1. Paolo Fellegara (Kram-It) Italy; 2. Joakin Hedendahl (Hus) Sweden; 3. Kent Karlson (Hus) Sweden; 4. Marc Morales (Hon) Italy; 5. Dario Groci (Hon) Italy. AMERICANS: 15. Kurt Hough (Kaw); 18. Charles Halcomb (Suz); 26. Randy Hawkins (Suz); 30. Fred Hoess (Kaw); 33. Jeff Russell (Yam); 60. Jim Lyngar (Kaw); 72. Dan Richardson (Hon); 95. Rob Mesecher (Suz); 97. Jeremy Garber (Hon); 100. Todd Mathwig (Hon); 103. Mark Martin (Hon); 109. Ron Lawson (Suz); 115. Tim Singleton (Yam); 119. Kirk Ballard (Kaw); 125. Dwain Taylor (KTM); 137. Jeff Barlow (KTM); 164. Grant Palenske (Yam); 165. Joe Zierman (Yam).

500: 1. Stephane Peterhansel (Yam) France; 2. Davide Trolli (KTM) Italy; 3. Jens Gruner (MZ) E. Germany; 4. Bert von Zitzewitz (KTM) W. Germany; 5. Zbigniew Przybyla (KTM) Poland. AMERICANS: 11. Danny LaPorte (Kaw); 26. Dave Bertram (Suz); 32. Fritz Kadlec (Yam); 39. Greg Surdyke (Yam); 44. John Nielsen (Kaw); 45. George Waller Jr. (KTM); 47. Bob Bean (KTM); 54. Tim Willbanks (KTM); 58. Chris Willbanks (KTM); 80. Robby Neeley (Kaw).

350 4-STRK: 1. Laurant Charbonnel (Hus) France; 2. Jimmy Lewis (Hon) USA; 3. Franco Gualdi (Cag) Italy; 4. Mario Rinaldi (Hus) Italy; 5. Otokar Kotrba (Jaw) Czechoslovakia. AMERICANS: 10. Dwight Rudder (Hon); 11. Brian Mull (Yam); 13. Scott Drafs (Hon); 20. Todd Harris (Hon).

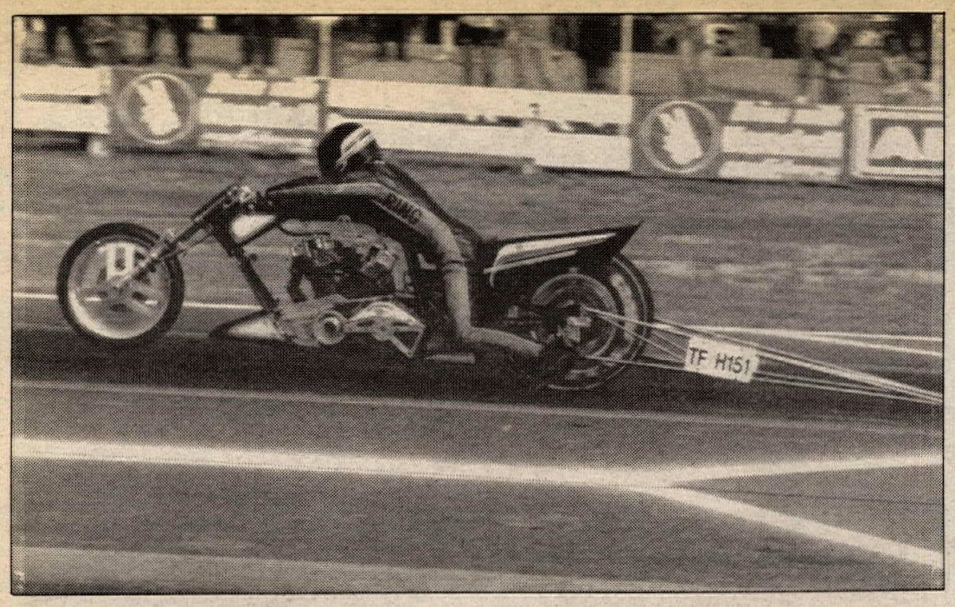
500 4-STRK: 1. Laurent Pidoux (Hus) France; 2. Bill Andersson (Hus) Sweden; 3. Jimmie Erikson (Husaberg) Sweden; 4. Jaroslav Katrinak (Jaw) Czechoslovakia; 5. Pekka Viljakainen (Hus) Finland. AMERICANS: 14. Scott Summers (Hon); 19. David Rhodes (Hus); 20. Kevin Hines (KTM); 39. Gary Hazel (Hon).

USA GOLD MEDAL: Larry Roeseler (80cc); Taz Harvey (80cc); Aaron Hough (125cc); Terry Cunningham (125cc); Jeff Fredette (125cc); Kelby Pepper (125cc); Kurt Hough (250cc); Charles Halcomb (250cc); Randy Hawkins (250cc); Fred Hoess (250cc); Jeff Russell (250cc); Jim Lyngar (250cc); Dan Richardson (250cc); Danny LaPorte (500cc); Dave Bertram (500cc); Fritz Kadlec (500cc); Greg Surdyke (500cc); Jimmy Lewis (350cc 4-STRK); Dwight Rudder (350cc 4-STRK); Brian Mull (350cc 4-STRK); Scott Summers (500cc 4-STRK); David Rhodes (500cc 4-STRK); Kevin Hines (500cc 4-STRK).

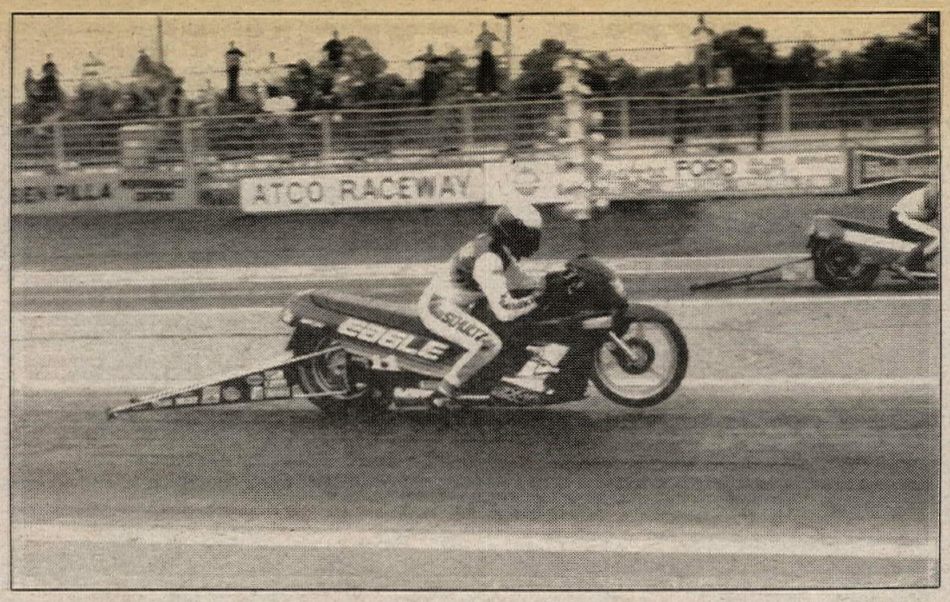
USA SILVER MEDAL: Donnie Simone (125cc); Brad Lowe (125cc); Joey Lane (125cc); Rob Mesecher (250cc); Jeremy Garber (250cc); Todd Mathwig (250cc); Mark Martin (250cc); Ron Lawson (250cc); Tim Singleton (250cc); Kirk Ballard (250cc); Dwain Taylor (250cc); Jeff Barlow (250cc); John Nielson (500cc); George Waller Jr. (500cc); Bob Bean (500cc); Tim Willbanks (500cc); Chris Willbanks (500cc); Scott Drafs (350cc 4-STRK); Todd Harris (350cc 4-STRK); Gary Hazel (500cc 4-STRK).

USA BRONZE MEDAL: 1. Grant Palenske (250cc); Joe Zierman (250cc); Robby Neely (500cc).

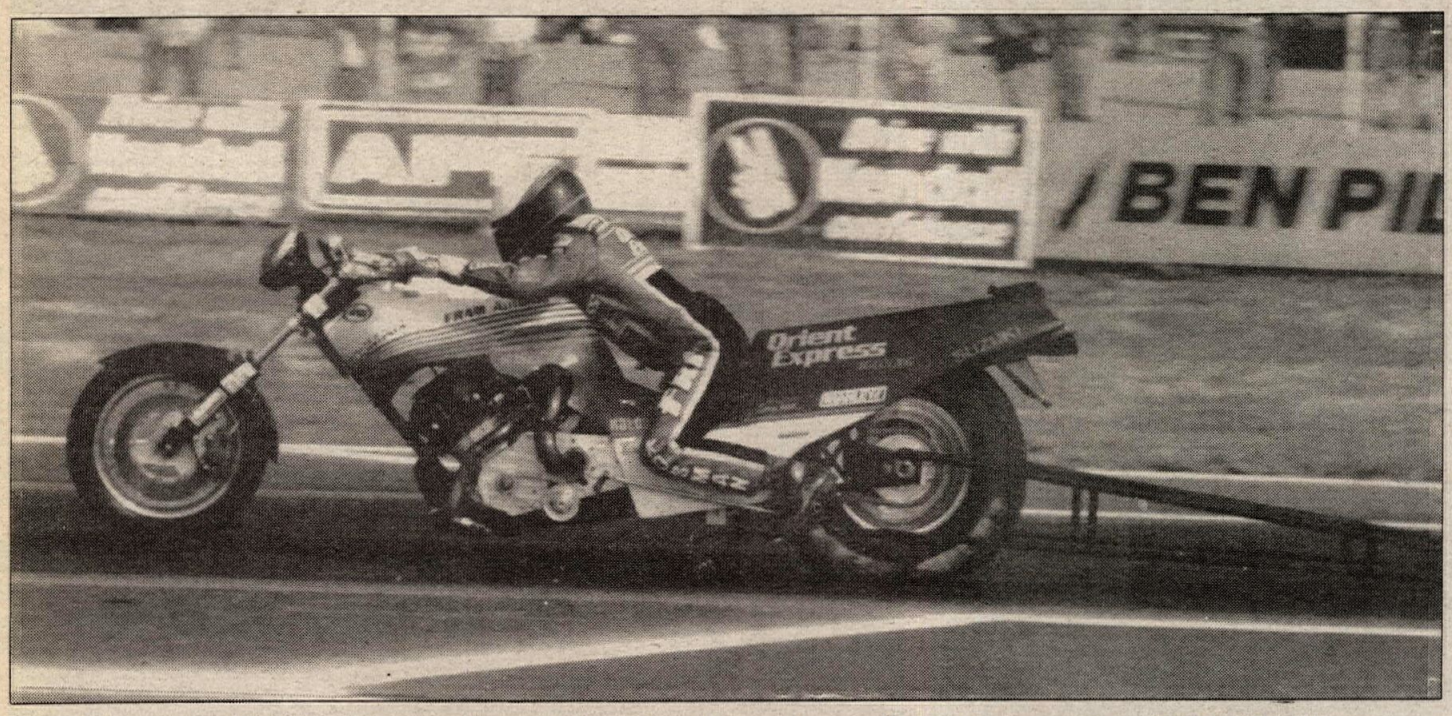
USA DNS: Tom Ehmke (Broken leg two days before start).



Happy Ring defeated Jaime Morrocco for the win in the Top Fuel/Harley division; Morrocco redlighted with King turning in a 8.06/163.62 pass.



Dave Schultz grabbed the holeshot on his Eagle One Kawasaki and went on to defeat John Myers in the Pro Stock class at Atco Raceway.



Terry Kizer rode his Orient Express Funny Bike to the class win over Trett; Kizer posted a 7.07/190.56 run.

IHRA U.S. Nationals

Kizer bests Trett at Atco

By Greg Guarinello

ATCO, NJ, SEPT. 10

The 25th Annual U.S. Nationals saw the return of nitro-burning bikes in two classes and some of the closest, side-by-side drag racing in years. The vocal crowd was witness to five 200-plus mph passes by Elmer Trett, five six-second runs — four by Trett and one by Terry Kizer, and sub-record runs in all the professional classes.

Trett established new IHRA National records — 6.79-second ET and 205.64 mph, while Kizer did likewise in the Funny Bike division with 7.07 and 190.56 numbers.

The weather for the IHRA Motorcycle Division's kick-off event was magnificent and the racers were ready to rock and roll when they pulled into the front gate at the fabled Atco Raceway. It was only fitting that a new start begin at the track which lays claim to being the birthplace of sanctioned motorcycle drag racing in the United States.

The big news at Atco was the return of blown and injected, nitro-burning bikes to competition. The likes of Trett, Larry McBride, Jim Mangus and Jaime Morrocco on Top Fuel bikes joined the Funny Bikes of Kizer, John Phillips, Steve Tracy and Rusty Quesenberry to put on a show that one spectator called "a dream come true for motorcycle fans."

The first round of eliminations began with Trett and the "Mountain Magic" bike he constructed himself taking on Tracy, who was aboard the number five qualifier, the nitrous-equipped Suzuki. Tracy logged a 7.36-second, 183.94 mph run but was bested when Trett ran a 6.81/204.91.

Mangus, aboard a Top Fuel Kawasaki, then defeated number three qualifier McBride, 7.57/166.31 to 7.76/168.20.

Kizer then had an easy shot as he took the Orient Express Suzuki to a 7.48/146.67 pass to top a breaking Rusty Quesenberry.

The final pairing of the round saw John Phillips advance with a 7.44/161.87 over Robert D'Addio's losing 8.07/174.93. D'Addio had made the field when Morrocco broke during the last pass of qualifying.

In round two, Trett handily defeated Mangus, 6.80/204.62 to 7.63/187.30 and in the other semi-final Kizer had a chance to experiment as his scheduled opponent, Phillips, was sidelined with motor problems. Kizer made a stout 7.07/178.53 pass stepping up anticipation for the final runoff against Trett.

As Trett and Kizer went about their burnout routines for the final, the odds on the race shifted a little. Kizer had done another picture perfect burnout while in the other lane there was a definite problem. Trett had buzzed the motor a little too high and had burned the porcelain off one of the plugs. Trett knew that there was nothing to do but hope he built enough heat in the motor to light the plug in high gear.

As the lights went green, Kizer was off like a shot. By the halfway point Kizer had about two bike lengths on Trett and was hoping that high gear would be enough to hold him off. The race got tighter as the two bikes disappeared down the strip, but when the win light came on it was in Kizer's lane. Kizer had bested Trett with his best run of the weekend, 6.99/189.23 to 7.08/200.66.

In the Top Fuel/Harley division, top qualifier honors went to Mac Thrasher with a 7.67 pass, but the win went to Happy Ring when Jaime Morrocco redlighted at the start of the final. The final numbers showed Morrocco running a 7.63/172.31 to King's 8.06/163.62. Unfortunately, this time the numbers did not tell the story and the event title went to the 18-year-old from Ohio, Happy Ring.

Pro Stock drew a stellar field and the top three qualifiers ran in the seven-second range — John Myers on the new Star Racing Suzuki at 7.79, Dave Schultz on the Eagle One Kawasaki at 7.90 and John Mafaro on the Mug Root Beer Suzuki at 7.95.

The final pitted Myers against Schultz. In the semi-finals, Myers, the favorite, had pulled out the chase and pass routine after he let it be known that today at least he was not overly sharp on the lights. Schultz picked up on this one chink in Myers' armor and this time it would take all that Myers had and then some to catch up. Try as he might Myers couldn't narrow the gap between he and the disappearing Schultz and the win light came on in the Eagle One lane. Schultz's winning numbers were 7.89/171.59 over a quicker and faster but slower starting Myers' 7.87/172.31.

In Pro Comp, Reggie Showers set a ET record in round two of eliminations by backing up his first round 7.55 with a 7.56, but he lost it heading for the return road and instead of competing in the final was taken to the hospital for observation before being released with a slight shoulder separation.

With his competition out of the battle, all Dwight Seldon had to do was granny through the lights to take the Pro Comp win, and that's what he did.

In the semi-finals of Top Gas, Ricky Gadson defeated Mimmo Maruno and John McRae ousted Ed Ziegler. In the final, Gadson took the win with an 8.23/152.13 to McRae's losing 8.39/158.16.

Joseph Ford defeated Ken Fuegel and Ron Bonatitus beat Tom Harper in the semi-finals of the Super Comp class. In the final, Bonatitus took an 8.64/148.38 win over Ford's losing 8.67/148.79.

Pro Gas saw Tom Galligan take an easy win in the final when John Lippy redlighted away his chance at the title. Galligan ran a 9.29/139.07 for the win.

Barry Stephens took a 10.27/98.17 win over Brian Propp's 10.39/125.98 to top the Super Gas class.

Super Modified competition saw Steve Abel post a 10.59/113.71 to defeat Bruce Elder's 10.62/121.30 to take the win. •

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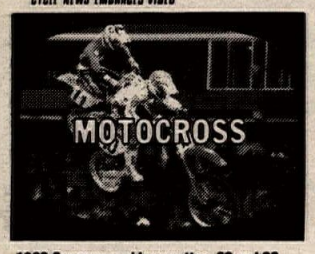

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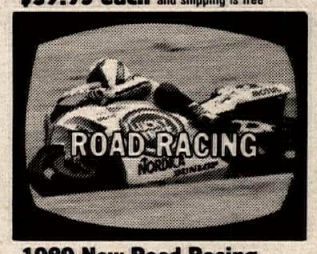

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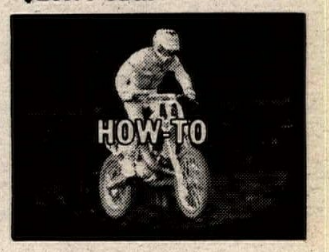

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Mickey Thompson Off-Road Championship Gran Prix Series: Round 9

Vohland lassoes Las Vegas Ultracross win, title to Holley

By Ken Faught

LAS VEGAS, NV, SEPT. 30

Kawasaki-mounted Tallon Vohland continued to make the Ultracross portion of the Mickey Thompson Off-Road Gran Prix a family affair. With Tallon's second victory of the series coming in the Sam Boyd Silverbowl in Sin City, the Vohland brothers have now taken six of the nine series events. But despite their strong history of winning, the Vohlands didn't come away with the championship. That went to Yamaha-mounted Jim Holley, who wrapped up his second successive Ultracross Championship with one round remaining.

"I'm just trying to take off where my brother left off," said Tallon Vohland. "Tyson has four wins and now I have two. He's out with a separated shoulder and I just wish there was more than one event left this season so I would have a chance of passing him in overall wins."

Vohland's victory, in front of an estimated 25,482 spectators, didn't come easy. The Team Green Kawasaki/Yoko/Bieffe/Scott/Race Tech/Dunlop/RK Chain/Alpine Star/Body Fuel/Sprocket Specialties-backed rider came from the fifth row where he managed to work his way into the number one position on the first lap. Vohland, however, wasn't the only big winner of the night on the shabbily-prepared, horseshoe-shaped course. The Sam Boyd Stadium track featured a tricky set of doubles and a spectacular finish line jump that had the spectators on their feet.

Yamaha/Accurate Racing/O'Neal/PJ1/Arai/Scott/Bridgstone-sponsored Holley cap-

Jim Holley's fourth-place finish in the final allowed him to wrap up his second consecutive Ultracross Championship with one round remaining.

JEFF HAMMERS STEEL CITY.

Team Kawasaki's Jeff Ward had an incredible day at Steel City USA's AMA MX National. He started things off by smoking the first moto. Then he came back in the second moto and won again to nail the 500cc overall. That made it three out of four series overalls Wardy's taken. And it increased his series points lead. Incidentally, Jeff's teammate Jeff Matiasevich had quite a day, too.

Kawasaki
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tured his second Ultracross championship after finishing fourth in the main event behind Vohland, Lowell Thomson and Ryan Hughes. With one final round remaining in Candlestick Park, the home of the National League West-winning San Francisco Giants, Holley has a insurmountable 106-point lead over Vohland's total of 352.

To qualify for the Ultracross main event, a rider must first ride a timed qualifier after practice to determine his starting position in one of the heat races. Once the riders transfer to a heat race they are placed in one of nine, two-man rows. The start is inverted with the faster riders beginning in the rear, and the slower riders leading off up front.

Then the riders who transfer from the heat race advance to the final where they are again inverted. Additional championship points and money are awarded for every opponent a rider passes on his route to the checkered flag in both the heat race and the main. This way of scoring makes it possible for a rider who finishes in the back of the pack to gain more series points than the event winner.

During the timed qualifiers 23 riders went against the clock with Vohland turning in the fastest single-lap in a time of 34.820 seconds. Kawasaki teammate Hughes was less then a heartbeat off the pace with a 34.843 second time, with Jeremy McGrath posting a 34.919 time for the third qualifying position. Thomson was the fourth and final rider to gain extra championship points with his fast lap of 35.115.

Due to a small rider turnout, only one heat race was needed. That race saw Ryan Carlisle jump out to the early lead ahead of Scott Underwood, Vohland, Brad Bolton, Tracy Monterone and McGrath. Underwood quickly overtook Carlisle, but lost the lead position to Vohland on lap three.

Once into the lead, Vohland immediately opened up a small cushion as McGrath pounded his way into second ahead of the hard charging Hughes. Holley was fourth, in front of Carlisle and Ray Crumb.

As the riders started on the fifth lap, Vohland crashed, surrendering the lead position to McGrath. The Team Green/Hi Point/White Bros/FMF/Scott/Bell-sponsored rider quickly parlayed his small lead into a three-second cushion as Holley began pressuring Hughes for the runner-up spot. The two riders went at it the for several laps until Hughes also went down.

Chris Trickle (79) got off to a good start in the main, but fell in the first turn ahead of Jeremy McGrath.

Team Kawasaki's Jeff "The Chicken Man" Matiasevich had an incredible day at Steel City USA's AMA MX National. The 1989 Western Region 125cc Supercross Champ pounded the competition all day. And when the smoke cleared, he'd won the 125cc overall for his very first 125cc National outdoor victory. And he's looking forward to a lot more. Incidentally, Jeff's teammate Jeff Ward had quite a day, too.

JEFF HAMMERS STEEL CITY.

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Tallon Vohland (3) led nearly every lap of the 10-lap main to earn his second Ultracross victory this season.

McGrath (12), Ray Crumb (21) and Lowell Thomson chase Ryan Carlisle in the heat which McGrath won.

While Hughes struggled to get up in third, Holley opened up a four second gap on the Kawasaki rider, but couldn't get any closer to McGrath. McGrath scored the win by two seconds ahead of Holley, Hughes, Crumb and Thomson. Vohland finished seventh.

As the riders returned for the 10-lap final, John Greenway and Kerry Mullingan occupied the first row with Sean Steel and Underwood in row two. However, once the race got underway Vohland jumped from the fifth row and grabbed the lead ahead of Underwood, Chris Trickle, Monterone, Carlisle and Holley. Underwood, Trickle and Monterone quickly fell out of the top 10, as Carlisle moved into second ahead of Holley.

On lap four, positions again changed as Thomson, Hughes and McGrath began making their way towards the front of the pack to battle for third. Carlisle faded to sixth, leaving Holley to fend off the hard-charging group by himself, which occured during the halfway point.

Thomson was the first to reel in Holley, and had to play follow-the-leader for a lap before making the move. After dropping to third, the Yamaha rider found himself in the middle of a battle between Hughes, McGrath and Crumb, which saw the current Ultracross champion as far back as fifth.

As the race came down to the wire, McGrath managed to jump past Hughes for third. A lap later, however, Hughes and McGrath tangled, sending McGrath to the ground. McGrath's miscue dropped him to mid-pack, and allowed Hughes the final top three spot.

Vohland captured the runaway win ahead of Thomson, Hughes, Holley and Crumb.

Holley was escatic over his second championship. "I'm pumped," he said. "I had a really good season, the bikes worked well all year and everything turned out great." •

Results

MAIN: 1. Tallon Vohland (Kaw); 2. Lowell Thomson (Suz); 3. Ryan Hughes (Kaw); 4. Jim Holley (Yam); 5. Ray Crumb (Kaw); 6. Kerry Mulligan (Kaw); 7. Terry Fowler (Hon); 8. Ryan Carlisle (Kaw); 9. Jamie Munson (Yam); 10. Jeremy McGrath (Kaw); 11. Bryan Emig (Kaw); 12. Levi Noble (Yam); 13. Tracy Monterone (Yam); 14. John Greenway (Hon); 15. Sean Steele (Hon); 16. Jim Quaschnick (Yam); 17. Scott Underwood (Yam); 18. Mike Quaschnick (Yam); 19. Duane Benner (Yam); 20. Chris Trickle (Hon).

CHAMPIONSHIP POINT STANDINGS: 1. Jim Holley (458); 2. Tallon Vohland (354); 3. Brian Manley (332); 4. Tyson Vohland (271); 5. Lowell Thomson (208); 6. Jeremy McGrath (156); 7. Ryan Hughes (132); 8. Jamie Munson (119); 9. Terry Fowler (95); 10. Denny Stephenson (Kaw).

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510WXE

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	Wheelbase	(56.7 in.)
	Weight	(204.6 lbs.)
250WXE	Engine	249cc Two stroke, liquid cooled with (CTS) power valve and Six speed gear box
	Suspension wheel travel	Front (11.3 in.) Rear (12.6 in.)
	Wheelbase	(56.7 in.)
	Weight	(222.7 lbs.)
510WXE	Engine	503cc Four stroke, liquid cooled with Four valve OHC and Six speed gear box
	Suspension wheel travel	Front (10.6 in.) Rear (12.2 in.)
	Wheelbase	(59.0 in.)
	Weight	(256 lbs.)

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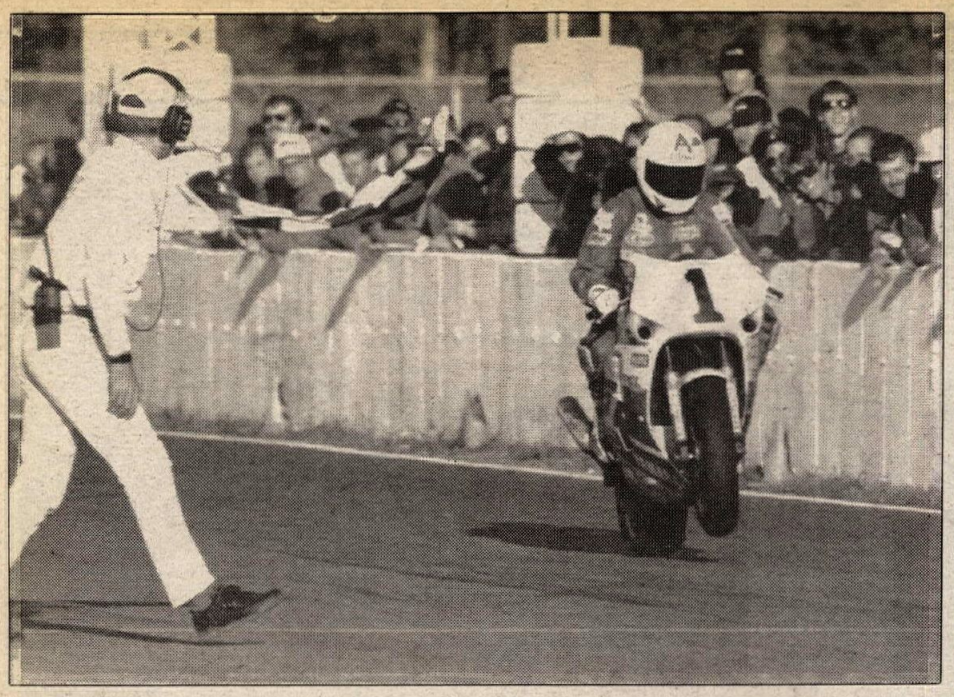
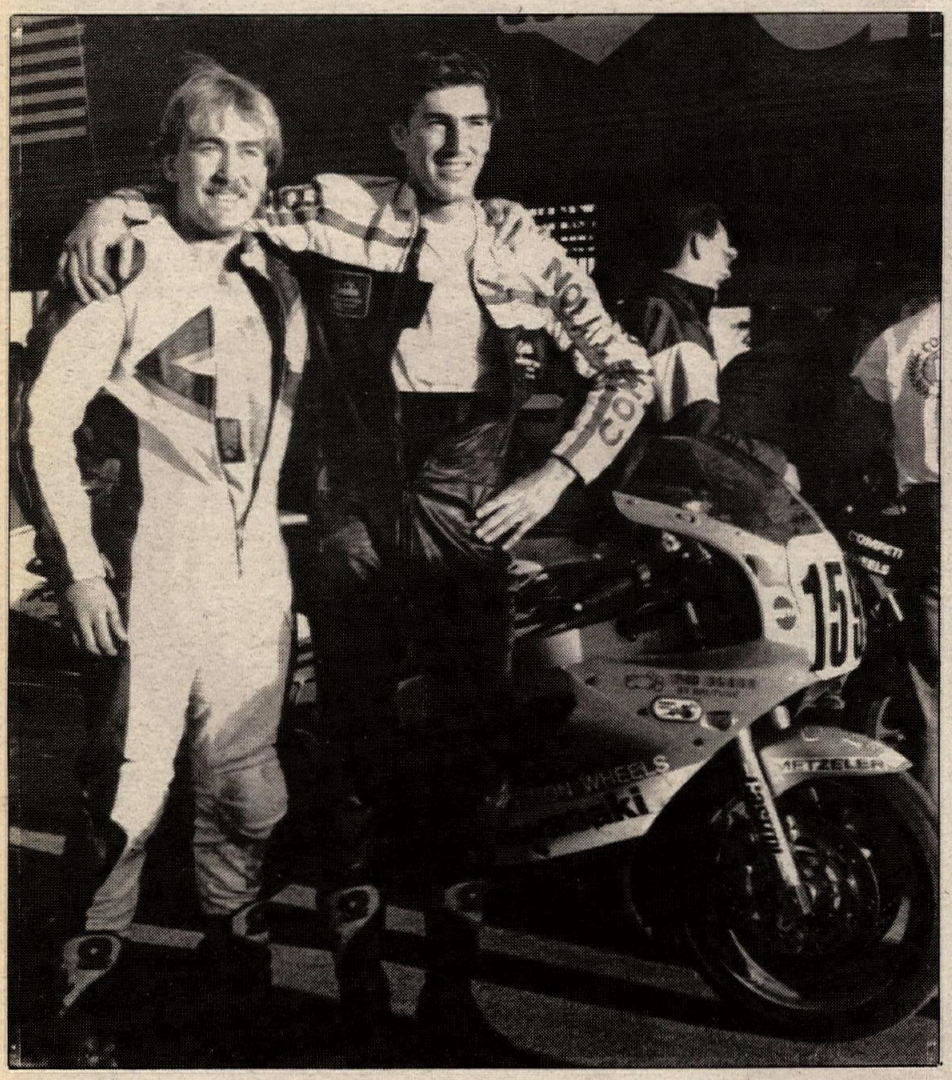
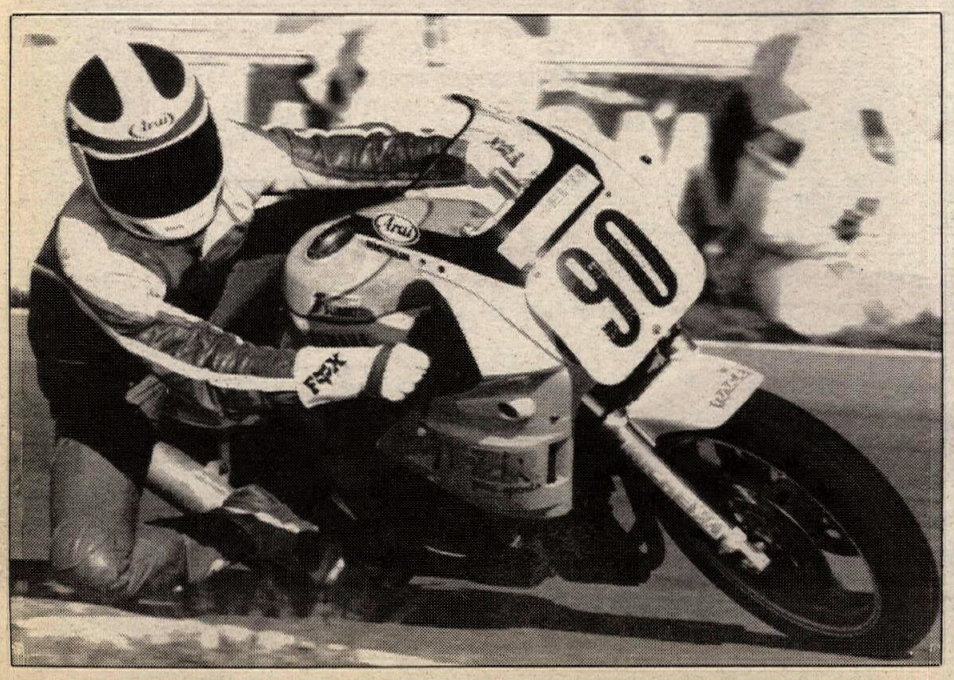


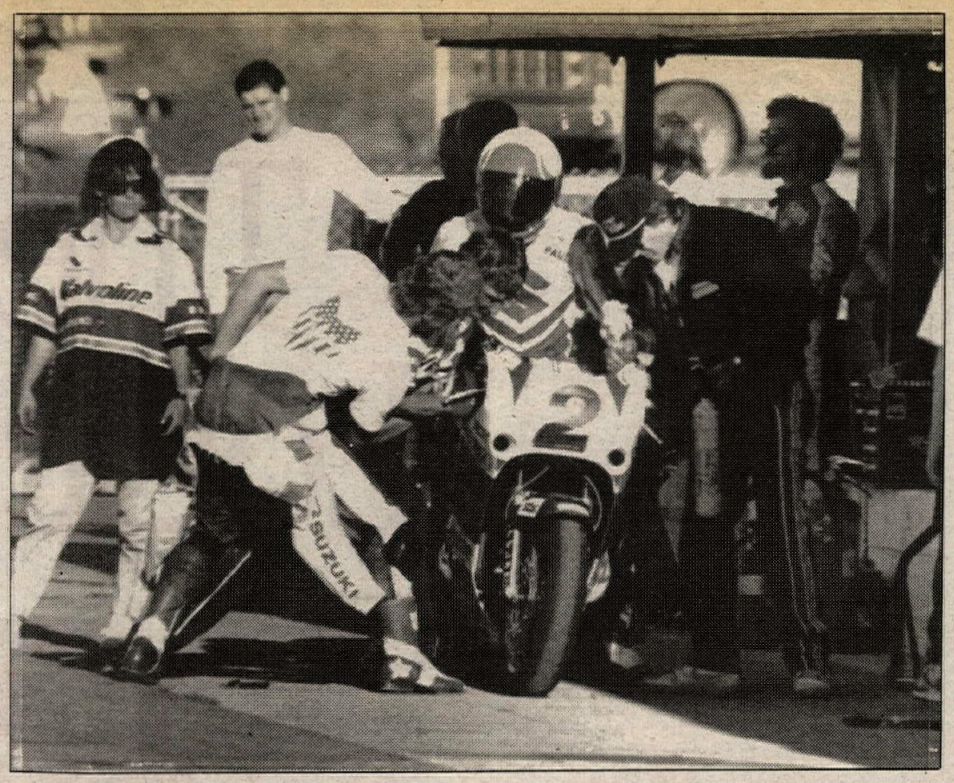
The Human Race Team's Andy Fenwick takes the checkered flag first to win the Shannonville Six-Hour, the only series round held in Canada.



Canadian Green's Peter Marsh and Michael Taylor rode a lightly-modified 750cc Kawasaki ZX7 to third place overall. They were the top Canadians.

Raw Racing's Kirk Reuille (shown) teamed with Kevin Rentzell on a Yamaha FZR400 to finish sixth overall and first Lightweight.





Team Suzuki Endurance's effort was plagued by small problems, but they recovered to finish second, and moved into the series point lead.

WERA/EBC Brakes National Endurance Road Race Series: Round 12

Humans win, Suzuki takes point lead in Canada

By Bill Petro

SHANNONVILLE, ONT, CANADA, SEPT. 30

The Human Race Team ran a flawless six hours to win the 12th round of the WERA/EBC Brakes National Endurance Series at Canada's Shannonville Motorsport Park.

Under blue skies and with unseasonably warm temperatures, Kurt Hall and Andy Fenwick took the lead at the start and never relinquished it. The Waukegan, Illinois-based team, riding a Yamaha FZR1000 tuned by Dave Zupan and Rick Doan, didn't miss a beat, completing 159 laps on the 2.5-mile, 16-turn Shannonville circuit.

Second place overall went to Team Suzuki Endurance, who with this finish moved into the lead in the championship points chase. Since only nine finishes from the 14-race series are counted towards the title, Suzuki's runner-up placing allowed a lesser finish to be stricken from their record.

Unlike the Human Race Team, Team Suzuki was plagued with small problems throughout the race. Difficulties such as a blistering rear tire and a slipping throttle grip were amplified by the pressure from the third place Kawasaki ZX7 of the Canadian Green team.

Team Suzuki's GSXR1100, piloted by Georgians Mike Smith and Paul Bray, completed a total of 156 laps, three less than the winners. Crew chief Keith Perry said that with just two rounds remaining in the series (at Indianapolis Raceway Park, October 7, and Road Atlanta, November 4), his team has a very good chance of claiming the number one plate.

Third overall, and the first Canadian finishers were Peter Marsh and Michael Taylor of Canadian Green, who crossed the stripe less than two laps behind Team Suzuki. American teams captured seven of the top-10 placings, with a full field of 64 teams starting the race. Canadian Green had no problems with the green machine, which was stock except for a Hindle header, a Dyno-Jet kit and a set of slicks. They were helped by tuner Tony Russell of Competition Wheels, and coached by Lang Hindle, who has seen many endurance and superbike wins himself.

At the end of the first hour, Canadian Green held second behind the Humans, but the Canadians would soon be overcome by the ever-charging Suzuki as they began to sort out their problems. The Canadians never let up, though, and were ready to pounce if anything should happen to the Americans, keeping an impressive pace on their 750, considering they were competing against the race-prepared, 1000cc-plus superbikes of the two front-runners.

The race was red-flagged twice to clear crashes, but the incidents did not adversely affect the leaders. One of the crashes ended in a great explosion as a stray bike, minus the rider, righted itself and emerged from behind a row of billboards where it

TBA Racing won the Heavyweight Production division.

was T-boned by Fabian Cortez. Cortez sustained a broken bone in one wrist, but the two bikes ended up as scrap. The second red flag occurred some 15 minutes later when a rider fell unhurt in the final corner, and his bike rebounded off the pit wall where it blocked the track.

The Honda CBR600 of Team Machine's Tom Pisaino, Rick Bordick, Bob Wrubleuski and Dan Mileika finished a respectable fourth overall, completing 151 laps to claim the win in the Mediumweight Superbike class. Finishing in fifth overall on the same lap was the Yamaha FZR600 superbike of WERA regulars Caz Racing, with Californians Curt Kimble and Don Canet joined for this event by Canadian Pascal Picotte.

The Lightweight category was won by Raw Racing's Kevin Rentzell and Kirk Reuille, who completed 150 laps on a Yamaha FZR400 to claim sixth overall. Heavyweight Production was topped by TBA Racing's Ward Cook and David Grummett, who finished eighth overall on a Suzuki. Mediumweight Production belonged to the SOB Racing effort of Alan Miller, David Sweeney, James Still and Mark McDaniel, who took 22nd overall on a Honda. ●

Results

O/A: 1. The Human Race Team (Yam); 2. Team Suzuki Endurance (Suz); 3. Canadian Green (Kaw); 4. Team Machine (Hon); 5. Caz Racing (Yam); 6. Raw Racing (Yam); 7. Team America (Yam); 8. RA Racing (Suz); 9. Royale Racing (Yam); 10. Darotune Racing (Suz); 11. TBA Racing (Suz); 12. Team Morris (Yam); 13. T&B Racing (Kaw); 14. Barely Human II (Yam); 15. Cycle Speed (Yam); 16. Team Spirit (Suz); 17. Team Warthog (Yam); 18. Barely Human Racing (Yam); 19. Team Petrified (Yam); 20. Team Gump (Yam).

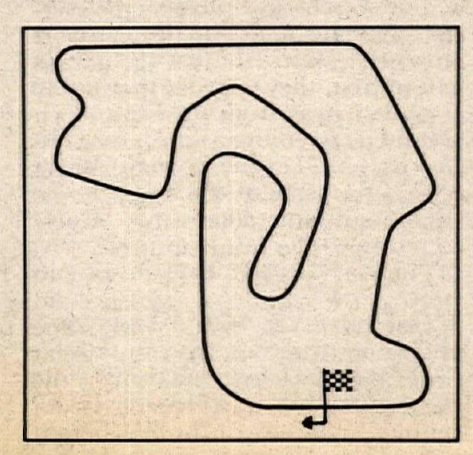
H/W PROD: 1. TBA Racing (Suz); 2. Team Spirit (Suz); 3. Credit Card Racing (Suz); 4. Team Toast (Suz); 5. Motor-Psychos (Suz).

M/W S/BK: 1. Team Machine (Hon); 2. Caz Racing (Yam); 3. Team America (Yam); 4. Royale Racing (Yam); 5. Barely Human Racing (Yam).

M/W PROD: 1. SOB Racing (Hon); 2. Stickman Racing (Suz); 3. Pedro's Racing (Kaw); 4. Merit Racing (Yam); 5. Team Guardrail (Hon).

L/W: 1. Raw Racing (Yam); 2. Team Morris (Yam); 3. T&B Racing (Kaw); 4. Cycle Speed (Yam); 5. Team Warthog (Yam).

WERA/EBC BRAKES ENDURANCE SERIES POINT STANDINGS: 1. Team Suzuki Endurance (1009.83); 2. The Human Race Team (987.86); 3. Royale Racing (778.67); 4. We're Human Too (721.48); 5. Team America (719.31).



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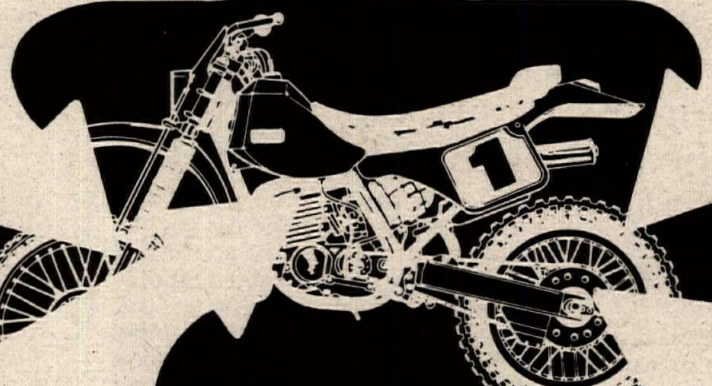

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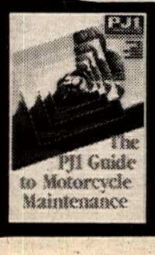

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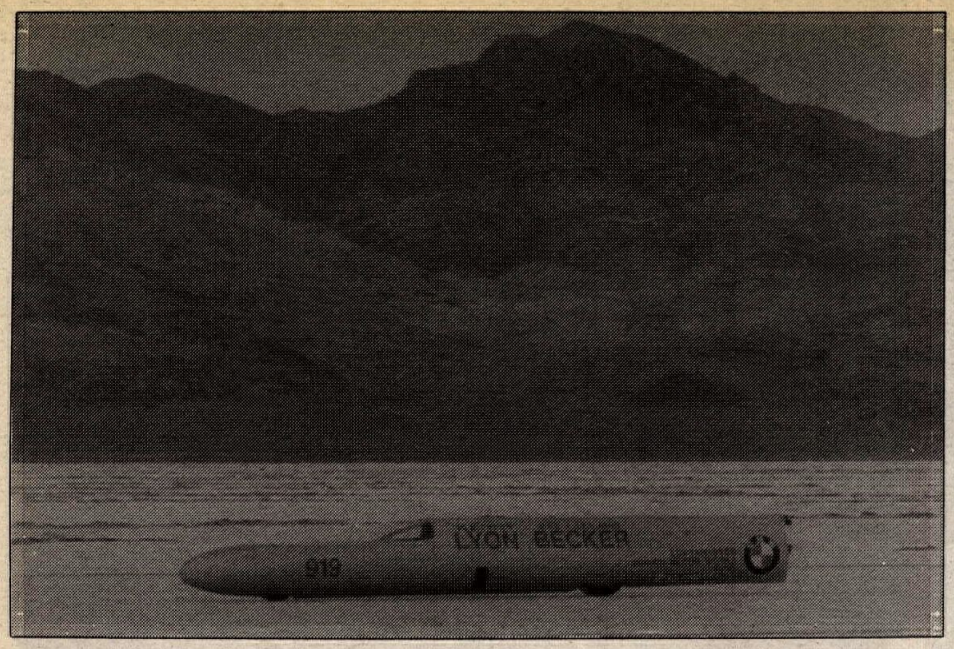


The Becker/Lyon BMW streamliner was the fastest motorcycle at the Bonneville Salt Flats, turning in a 205.245 mph run using a K75 motor.

USFRA World of Speed Meet

Lyon flies at Bonneville

By Dorde Woodruff

WENDOVER, UT, SEPT. 29-OCT. 2

The Becker/Lyon/BMW streamliner again set fast motorcycle time, 205.245, at the Utah Salt Flats Racing Association's World of Speed Meet at the end of the season on the Bonneville Salt Flats. This time rider Ken Lyon did it with a stock BMW K75 motor, versus the hopped-up Luftmeister K100 engine he used at his meet last year with just the nose cone by way of streamlining.

The body was finished in time for the Bonneville Nationals' Speed Week in August. But before running with the body Lyon scheduled two runs with a stock K1000 engine and without any body at all, the nose cone having been incorporated into the whole shell. Then he had to make a third one with the bare frame because of the wind. And that's all he got at Speed Week; the meet was curtailed and then shut down with high winds and rain.

All did not go well at the USFRA meet either. The meet started late on Friday because the computer for the clocks was damaged in transit, something that never happened before. Saturday was a good day until the win shut down the course in the middle of the afternoon.

Not much is predictable about Salt Flats weather except that it's unpredictable and sometimes violent, in that vast sweep of salt desert. Saturday's north wind, past gale force and approaching hurricane force, blew over most of the outhouses, blew down course markers, and ran wheeled garbage containers into cars. It also shredded two $15,000 balloons and mangled a party tent.

Most everyone huddled in their cars, hoping the wind would die. Except the owner of the land yacht. Using a tall, skinny metal wing in place of mast and sail, he ran down the course in the 90 plus mph range, which would have been a record for this type of vehicle had the clocks been functional. The meet was finally called off for the day, as the winds continued into the evening.

Course workers scrambled Sunday morning from first light to put everything back together. Sunday was one of those picture-perfect days on the salt, sunny and cool, a day much enjoyed by both spectators and competitors. Lyon made his 205 run, with no problems. At this meet the qualifying run serves as the down record run.

Way up at the 11-mile where return runs start, normally at the end of the day at this meet, the salt is full of pressure ridges and even where prepared is not so smooth as it is towards the center of the salt pan. The 'liner, at its most vulnerable at low speeds, had trouble here last year; again Lyon lost it, not able to find a good balance off the line and finally falling over when he tried to put the skids up.

Monday dawned clear in the east and cloudy everywhere else. It continued grim, threatening rain, as a storm swept in from the west. But runs were stopped for only a short while, for wind gusts through the mountain pass just to the northwest of the middle of the course, always a hazard when it's windy. One streamliner car blew over past the timed mile while it was gusty.

Lyon requalified with a 204.732, again with no problem. With the beautiful new shell, seamless except for a horizontal mating with the aluminum bottom pans, Lyon noted that he was going almost "25 mph faster with 50 less horsepower". Last year at Speed Week he set a record of 182 and some changes with the hot-rod Luftmeister 750 engine and only the nose cone for body. The seamless body does have a disadvantage in that it takes four people to pull it out at the bottom and maneuver it off. Lyon discovered a small air leak, from an o-ring for a solenoid for the skids. It was leaking when the skids were up, so he reversed it to leak when the skids were down, and thought he wasn't losing too much air. He was down to one crew person on Monday, so didn't attempt to take the body off to check it.

The sky looked darker and grimmer as the afternoon progressed, but the course steward didn't want to stop qualifying runs too soon. Finally return runs began just after four, as rain was visible coming down from the dark clouds to the south. Lyon decided the salt was firmer this time, so didn't ask to start further down as he did once at last year's meet. Traction appeared to be okay off the line, however, he had lost too much air and couldn't shift out of first, so gave it up after a mile.

Lyon was only working on his own record of last year, but most likely would have upped it into the low 200 miles per hour, a big disappointment since the Bonneville 200 MPH Club voted to accept records from this meet as well as the Bonneville Nationals. However, these runs proved the bike can do it next year, barring bad salt and hopeless weather. The Becker/Lyon/BMW bike is sponsored by BMW, Brown Motor Works, and Luftmeister. The Becker part is Mike and Lee Ann Becker of Colorado who have competed at Bonneville for over a decade in the smaller displacements. The Beckers built the frame, and the body is from the mold for Bob George's old Harley 'liner.

The K75 was not the only motorcycle engine going fast on the salt in a streamliner. Mafzger and Savage set a record in a Kawasaki-powered car. They picked the ZX 1000cc engine because they wanted liquid cooling and it was more powerful than anything else at the time. They had never run on the salt before, and never used Kawasakis either.

Also there were some speed parts available for this engine. Their pistons are custom because they need low compression for turbocharging. They used part of the Mr. Turbo kit and also some of their own parts. Doug Meyer's Dublin Kawasaki is a sponsor.

Because of the wind, Saturday's return record runs were postponed until Sunday morning. Nafzger & Savage didn't run though qualified because they hadn't wanted the car to be tied up in impound all day, not knowing the course would be shut down. They had changed to the fuel class in case they got a good time near the end of the day, because they forgot to get the tank sealed and didn't want to lose their place in line.

Sunday they just happened to run next to last, so went to impound and in that evening's return run finished bumping their own record of Speed Week in the I/FS (.76 to 1 liter engine, streamliner car on fuel) class form 241.664 to 256.923. Until Speed Week this was a 1975 record belonging to Rick Vesco which he set in his father John's old streamliner, built in 1957 and at that point TZ-750 powered. Nafzger (driver) and Savage (engine builder) had the advantage of turbocharging. Cars don't have a separate B (blown) class for turbocharging and supercharging like bikes do. In cars or bikes, a vehicle on gasoline can run in the fuel class if they wish. Tanks must be sealed before a record run on gas to ensure that everyone uses the racing gasoline designated for that meet.

The Norton streamliner of the early '70s is resurrected, kind of, in Al Teague's streamliner car. Sunday, Teague turned 392.970 and the car is the fastest wheel-driven vehicle running in the world today. The Norton's designer Denis Manning recalls the moment in 1973 when the idea was born, when a few racers were at Bonneville on private time. He and Teague were having a meal while the course was weathered out. Manning remarked to Al that if he were to put the engine from his roadster into a streamliner, he could go 400. Teague used Manning's mold, at first for a lakester with the wheels exposed. After getting as much as he could out of that configuration, Teague modified the body to full streamliner, always going faster and faster through the years with the blown Chrysler hemi engine.

Teague was not able to beat Mickey Thompson's 1960 Challenger record of 354.330 on Sunday because he cracked a timing gear on the fast down run and couldn't return. However, he did set a WOS record in that class on Monday at an avrage of 371.670, cooling it somewhat because he didn't want to hurt the engine, and also because the course was getting rough.

Mickey Thompson's record still stands in the Bonneville National's book. The USFRA accepts BNI records as minimums in the many classes in which records have not yet been set at this new meet now only in its third year. The Utah-based group has been holding meets now only in its third year. The Utah-based group has been holding meets on the salt for over a decade but until 1987 not in this long-course format. Appropriately, a picture of Thompson's Challenger car was on the cover of the program, both as a tribute to Thompson, killed last year, and because Teague's record was anticipated.

Motorcycle Land Speed Record holder Don Vesco continued his quest for the wheel-driven car record in the new car built by brother Rick. Sunday the car suffered an electrical short and fire which filled the cockpit with fumes. The special Indy-type emergency air breathing system didn't work, and Vesco cracked the canopy trying to get it open. He also ran over a timing light while he was unable to see.

With the wiring harness mostly replaced, Vesco tried again on Monday. This time while he was running at the very edge of the track he looked at the airspeed indicator which read 390, then back at the track to find himself aimed right at the five mile marker which he couldn't avoid. No time this run either.

The heat from the slipper clutch may have damaged a hydraulic hose, which leaked, so the clutch didn't work on the next run. Vesco managed to shift up to third for a time of 305.707. He made a return run in the same manner with a tailwind of 314.795, for an average of 310.251, a record in the new A/GS class split from the all-inclusive old A/S class with a minimum of 290.

The Vescos are pleased with the car, with no major malfunction at this meet. With the car geared for 210 in first, they were surprised that it pulled away from the hot-rod 11-second jeep serving as push car. The Vescos, Al Teague, Nolan White with a top time of 388 so far in his 'liner, and some others, may be able to return to the salt later in October or in early November on private time.

One other car with a motorcycle engine set a record, Jim Burkdoll's 'liner powered by something from the Scott Guthrie collection of TZ motors, this time in the K/GS class

(one-half liter and under). On Monday Burkdoll bumped his 195.858 record from Speed Week to an average of 202.424. The collaboration of the Utah builder and the Florida tuner already got both Burkdoll and Guthrie into the Two Club, in the J class. Now Guthrie who keeps going faster with his TZs is getting close on a bike. On Sunday Julie Burkdoll drove the car but had so many things to think of she didn't notice how fast she was going, and was timed at 182. New drivers are supposed to start with speeds below 149 mph and move up by 25 mph increments. So she decided she'd better cool it until next year.

Two of Don Vesco's crew also got in a few runs on their own motorcycles. At Speed Week road racer Eric Ritter was left with a 145.449 qualifying time when the meet was canceled for rain. He changed the mounting of the fairing on his Rotax-engined 250 so that he didn't have to tuck so extremely, and added solid disc wheel covers. The new arrangement must have been better aerodynamically because it then pulled well in sixth.

Ritter got the first record of the World of Speed meet with a down run Saturday of 152.977 and return run Sunday morning of 143.252 for an average of 148.104, over Shari Vickery's 1978 TZ250 record of 144.387. Shari was about the second woman to compete on a bike at Bonneville; not many do, to this day. She and husband Bill have a Yamaha dealership in Colorado and were active at Bonneville in the '70s.

Ritter put the bike together as a good economy package, using Rotax because it has midrange speed and is bulletproof. He put the engine in a used Twin Spar aluminum road race frame from Dave Busby, and installed Don Vesco Racing cylinders, Ceramic pistons, Twin Crank roller crank, Lectron fuel system, and Marvic wheels.

Ritter wasn't sure which mile he was in so was still accelerating Sunday when he fell down, getting his hands scratched because of forgetting to tape his gauntlets. When Dave Matson fell at over 200 mph at Speed Week his gloves came off and his hands got salt burns. Riders since then have generally been more careful to tape their gloves on. With such high horsepower cars and the aluminum wheels on cars, which dig in, the course is getting increasingly rough, rutted, and unsafe for riders in mixed events, especially in those with a large number of entrants.

Lee Martini didn't have much time to run his FZR1000 either, Cal Rayborn III's former road racer. For this meet he added a nitrous bottle. On Sunday the bike only went 132. So he cleaned the float bowls and made a more typical 176.574 run on Monday, exiting the timed mile still accelerating. But after the return record run he declined teardown, perhaps in view of the black cloud rapidly approaching, feeling the average of 175.385 was not enough higher than his last year's 173.724 record in M-AG-1000 to matter.

Because of the problem with the clocks and the storm, participants did not have as many runs as expected. Last year five motorcycle records were set, this year only Ritter's. Bob Wallace made several runs on the 165 minimum in the A-ABG-750 class with his $150 (plus a lot of time and some parts) salvaged Kawasaki turbo, but the best he did was 152.310. Not bad for a $150 bike, though.

The bike was tuned perfectly for Denver where Wallace lives, he said, but he couldn't seem to get the right combination for Bonneville several hundred feet lower. An interesting bike with a lot of handsome parts. Wallace rebuilt the frame to take off four inches in height for this year and add front suspension, found he had too little trail, wobbled, turned out, reversed the forks and ended up with a very stable bike with over five inches of trail.

Tom Murphy rode and Earle Bates of Meacham, Oregon, tuned an '87 CBR1000 Hurricane in the P-1000 class where the record of 170.007 is held by Doug Meyer's '88 ZX. Murphy and Bates couldn't seem to get out of the 150s. But Meacham is close to Bend, Oregon, the home of Powroll's Pete Fisher, the man behind more than one successful Bonneville campaign, and Fisher promised to share Bonneville tips and maybe even a dyno. Meyer is an experienced Bonneville hand also, however, who rode in the '70s and then returned to the salt in recent years, and will be hard to beat.

Lance von Sieh of Phoenix, Arizona, and Dan Ilic of Chicago, Illinois, are also after a difficult record, the 192.490 in the A-AB-2000 class of Cal Swanson's much-reworked '85 GS 1150, with another modified Suzuki. They got up to the 170s at this meet, versus the 180s at Speed Week. Jeff Wiley ran a Harley Sportster in the MPS-AF-1300 class with 161.160 his top speed against a 1973 Harley record of 185.883. And "Iron Butt" George Egloff who likes all kinds of motorcycle experiences had been wanting to take an official ride on the salt, so he did, on his Suzuki Rotary street bike.

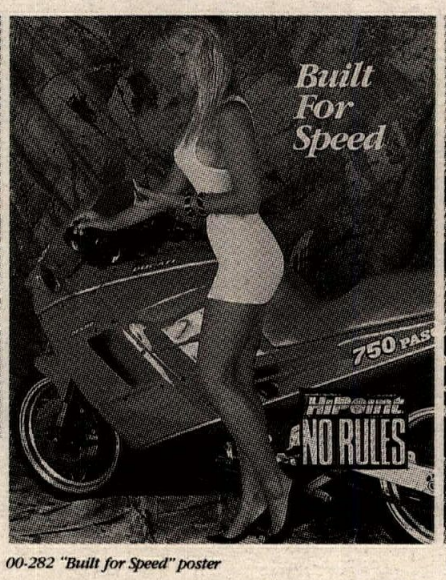
The Utah Salt Flats Racing Association is composed almost exclusively of car racers, so motorcycles have been incidental at this meet. Thanks to the services of Peter Perez from Colorado, the motorcycle contingent had expert tech support this year. Motorcycle streamliners are no problem for the car guys, since their requirements are mostly for safety and are the same as the cars.

This meet was by far the largest hosted by this small club, with 99 paid entries of which 87 showed up. The next largest was last year's second World of Speed Meet with 57. Previous meets never included more than 40 participants and often fewer. Possibly the World of Speed meet will be limited to 75 in the future. The club wants entrants to be able to make plenty of runs. With the available hours of daylight in the fall, this year it was tough, and you always have to allow for the possibility of bad weather at Bonneville.

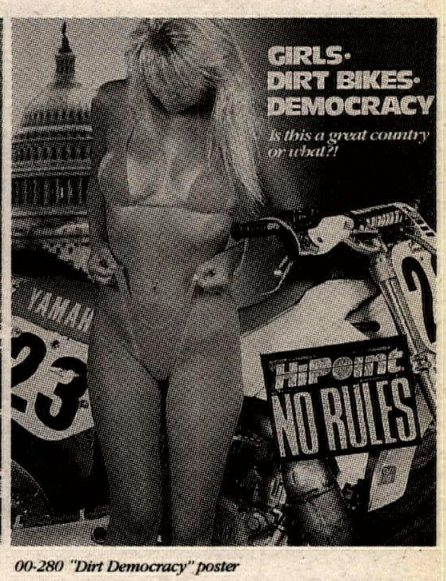
After the storm, a short-course start was established two miles up the course, and vehicles ran from it and the main starting line alternately. Up to now, because the club really didn't expect to fill up the meet, they haven't adhered strictly to their criterion of long-course vehicles for the World of Speed, though they are in the majority. Salt Flats racing has its ups and downs, attendance-wise, but as the meet becomes established as a premier event, possibly even next year, the long-course definition will hold. Actually, it wasn't the bikes that held things up this year, it was some of the slower cars which had a hard time getting up to speed. •

00-281 "Bob Hannah" poster

00-283 "Liquid Khaos" poster



00-282 "Built for Speed" poster



00-280 "Dirt Democracy" poster

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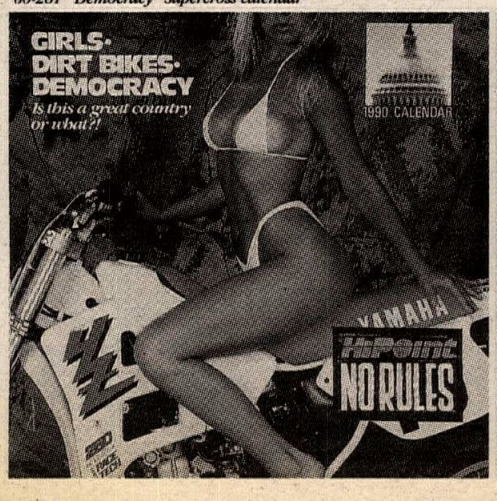
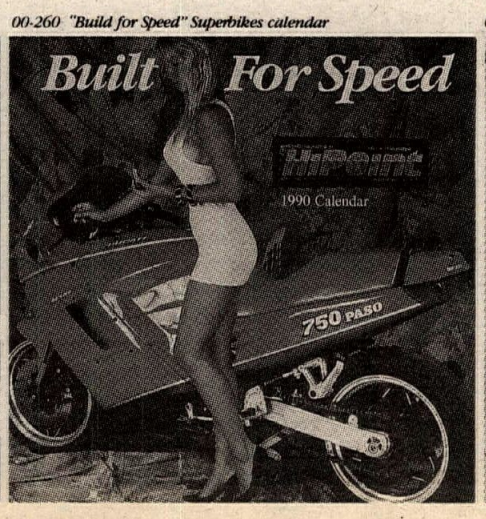
HiPoint

00-261 "Democracy" Supercross calendar

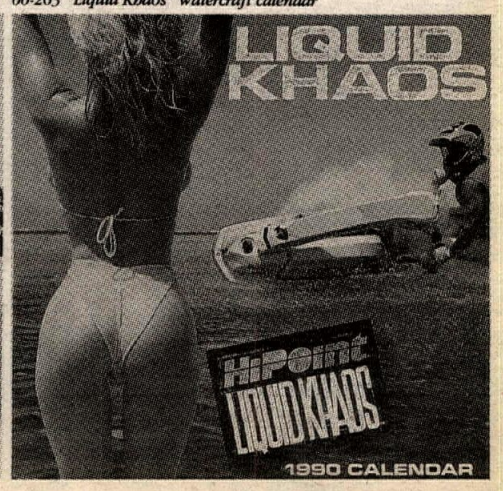


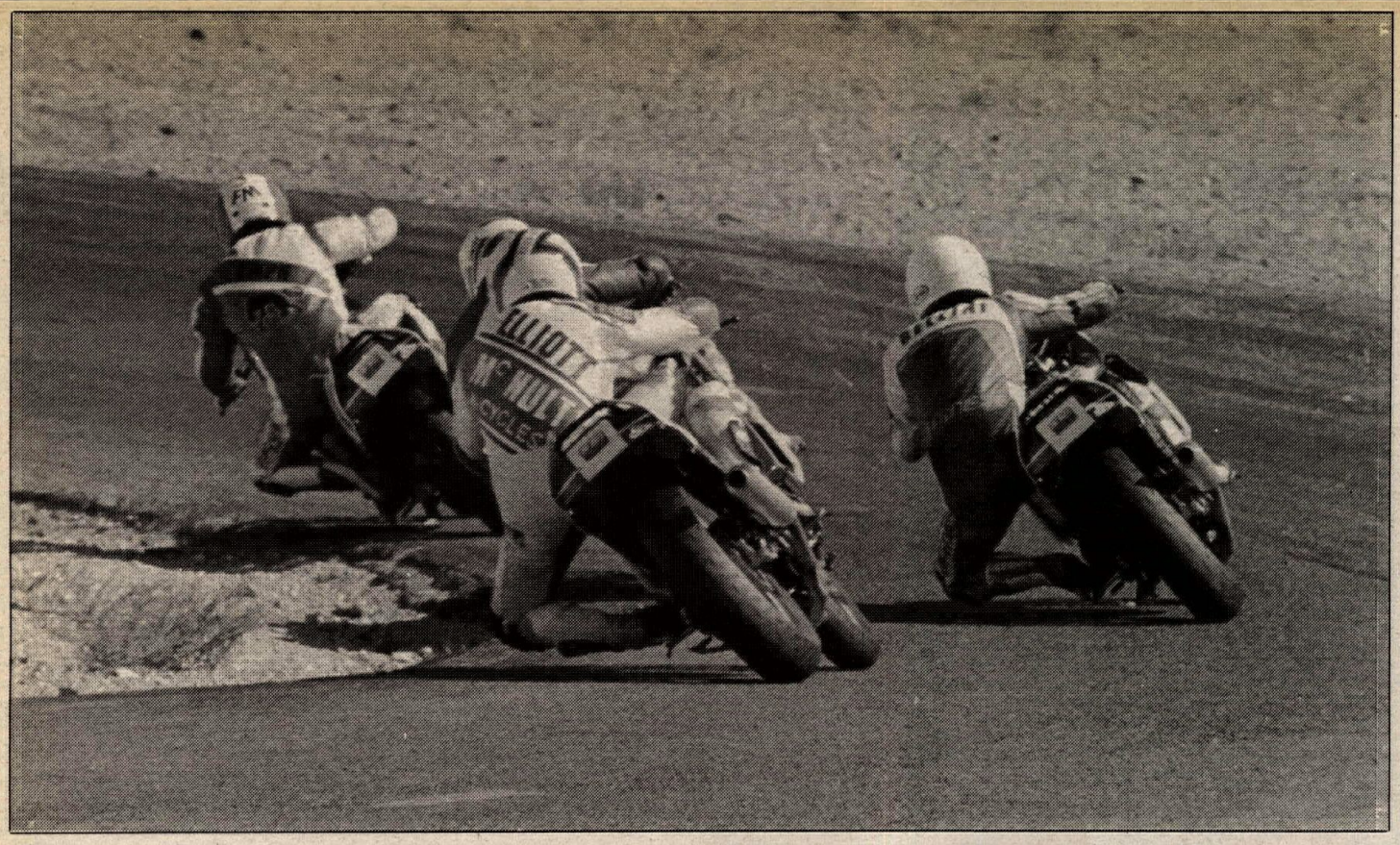
00-260 "Build for Speed" Superbikes calendar



00-262 "Off-Road Action" calendar

00-263 "Liquid Khaos" Watercraft calendar





The battle for the lead in the Race of Nations was this close for the entire 10-lap duration.

Bruce Reimer (center) led the American squad to second place overall. Here, he bench races with WERA's Buzz Pritz (left) and Keith Code.

Police Olympic Motorcycle Road Racing World Championship

French cops tops at Willow Springs

By Brian Catterson

ROSAMOND, CA, SEPT 28-OCT 1

"A cop's job is 99 percent boredom and one percent terror," goes the old saying, but at the 3rd Annual Police Olympic Motorcycle Road Racing World Championship, 100 policemen from 14 countries faced fear of a different type. For rather than confronting gun-toting criminals, this time the officers squared off against each other on essentially equal, race-prepped Kawasaki ZX600 Ninjas, for three days of competition on the intimidating, high-speed, 2.5-mile, nine-turn Willow Springs International Raceway road course. There they watched Marc Granie lead the French team, twice bridesmaids in this event, to an overpowering victory, taking home all but one of the gold medals in Friday's Kawasaki Open Pursuit Match, as well as the win in Sunday's feature race, the California Superbike School Race of Nations.

Briefing

The Police Olympic Motorcycle Road Racing World Championship is the brainchild of two southern California officers, Bruce Wilson and David Steele of the Los Angles Police Department, who first envisioned the happening back in May of 1985.

"We originated this project to help put motorcycling in a better light," reflected Wilson. "We figured that if a kid told his parents that he wanted a motorcycle, and he could show them that police officers were riding, and racing, for fun, he'd stand a better chance of downplaying the old stereotype. We thought it would help the motorcycle industry."

As it turned out, the motorcycle industry was slow to return the favor, and most of the money needed to promote this year's event came from outside sources, with much of the support coming from a sports marketing company called Group Dynamics.

The teams, on the other hand, were extremely committed. Norway's effort was a good example, with 15 men paying $3000 each to attend. The French team, meanwhile, chartered a plane and brought over 220 people!

The first time road racing was included in the Police Olympics was in August 1986. That event saw 42 officers from 10 countries in attendance. In '87, that number grew to 80 officers from 15 countries. Both times, Rick Williams of the Arizona Highway Patrol took top honors in the Race of Nations, and led the American team to the overall win at Willow Springs. After the '87 event, it was decided to hold the race every second year in conjunction with the World Police and Fire Games.

This year, America's gold medal status was in jeopardy even before the event got underway. In August, Williams suffered an injured left elbow in a club racing accident at Arizona's Firebird Raceway, and though he was in attendance, he was not fit to ride.

"A lapper cut across the track during the 100-kilometer endurance race and I T-boned him," Williams said of the incident. "My elbow is about 90-percent now. I could've ridden if I had to, but I felt the team had a better chance if I sat out."

The second blow to the American team came in Thursday's practice when Rick Shaw, an officer of the Miami, Florida, Metro-Dade Police Department and a professionally-ranked AMA Superbike racer, failed to qualify.

"I got stuck behind a couple of Frenchmen," said Shaw. "I think they might have been doing some blocking. I missed qualifying by a couple of tenths (of a second)."

America's hopes of a hat trick rested on the shoulders of those that did qualify — Bruce Reimer, Mike Summers and Frank Domino.

Kawasaki Open Pursuit Match

The Police Olympic road races were held this year as a special event of the World Police and Fire Games, which itself was held in Vancouver, British Columbia, Canada, back in August. That event drew some 8000 competitors competing in most Olympic sports, plus a few police-only events such as those for police dogs.

The format for the road racing competition is simple. Each team can send as many riders as they want, and on the Thursday before the race each of them attends a normal California Superbike School session, with machinery, helmets, leathers, etc. provided by the Keith Code-owned school. The riders' lap times are electronically tabulated, and at the end of the day the teams select their three fastest riders for Friday's Open Pursuit Match. Those results determine the fastest rider from each country, who is then eligible to compete in Sunday's Race of Nations.

Like the Olympics, gold, silver and bronze medals are awarded to the riders and teams in a variety of categories, including fastest individual lap, fastest individual three-lap average, and fastest individual and average laps for the team. A scoring system awards 10 points for a gold medal, eight for a silver, and six, four and two for each of the three bronzes, and the total number of points earned by the individuals as well as the teams determines the winners.

When all was said and done, the French team of Marc Granie, Francois Cicilliani and Thierry Cupillard took top honors with 108 points. The American team took a respectable second with 50 points, followed by the Swiss team with 36. New Zealand (26), Germany (24), Italy (16) and Norway (6) were the remaining points earners.

France's Granie began his domination by earning the gold medal for the fastest single lap of the Open Pursuit Match, a 1:41.03, with the silver going to the second fastest rider, Alastair Nisbet of New Zealand, with a 1:41.42. Granie's teammates were third and fourth, with Ciciliani stopping the clocks at 1:41.63 and Cupillard a tad slower at 1:41.77. Italy's Oscar Bellini claimed the third and final bronze medal with a time of 1:42.37.

The only gold medal not won by France in the Open Pursuit Match went to Nisbet, whose consistent pace gave him the win in the fastest three-lap average category. Nisbet turned an average lap time of 1:41.46 to make that claim, .15 of a second faster than that of Granie. France's

Cicilliani and Cupillard again took third and fourth, with America's Bruce Reimer finishing fifth with a time of 1:42.84.

Team USA's consistent 1:42-43 lap times gave them second place behind France in both the Team Fastest Single Lap and Team Fastest Average Lap categories, followed by Switzerland and Germany in third and fourth, respectively, in both categories. Norway took fifth place in the Single Lap contest, while Italy rounded out the top five in Average Laps.

California Superbike School Race of Nations

Granie outgunned Ireland's Julian Elliot, America's Bruce Reimer and Italy's Oscar Bellini to win the Race of Nations, but it wasn't easy for the Frenchman, as the four riders swapped positions for the entire 10-lap duration, in a manner befitting a World Superbike round.

Bellini shot off the starting line first, but by turn three had fallen to fourth behind Elliot, Granie and Reimer. Nisbet hung tough with the lead pack in fifth for a few laps, but could not consistently match their pace and soon dropped back.

The leaders swapped the lead back and forth constantly, with hair-raising, four-abreast outbraking maneuvers into turn one commonplace on each lap, and Reimer and Bellini taking to the dirt on one occasion. Willow Springs track owner Bill Huth described the contest as the "best damn race" he ever saw.

As the leaders entered banked turn nine for the final time, Granie had the most substantial lead yet seen. Bellini and Reimer ran neck-and-neck for second, but the duo ran wide, and fourth-place man Elliot saw daylight and squeaked by inside the two. Reimer got a better drive off the corner and beat Bellini to the finish line, and almost drafted past Elliot for second as well. Nisbet completed his lonely ride to claim fifth.

After the race, the Italians were infuriated, and demanded an official apology from the American team, saying that Reimer would have been disqualified at a European race for his "rough riding tactics."

Reimer was startled by the accusation.

"He took the outside and I took the inside, and when he leaned on me I leaned back," he said in self defense. Reimer, a Central Los Angles-based "CHiP" and a Willow Springs regular for BMR Motorsports, claimed that he had a 60-pound weight disadvantage (compared to the other "flyweights"), but that may have turned into an advantage (in boxing terms) in the on-track shoving match.

"That was the most exciting race ever, we were desert racing out there," he added.

That night at the awards banquet, Wilson praised the winners.

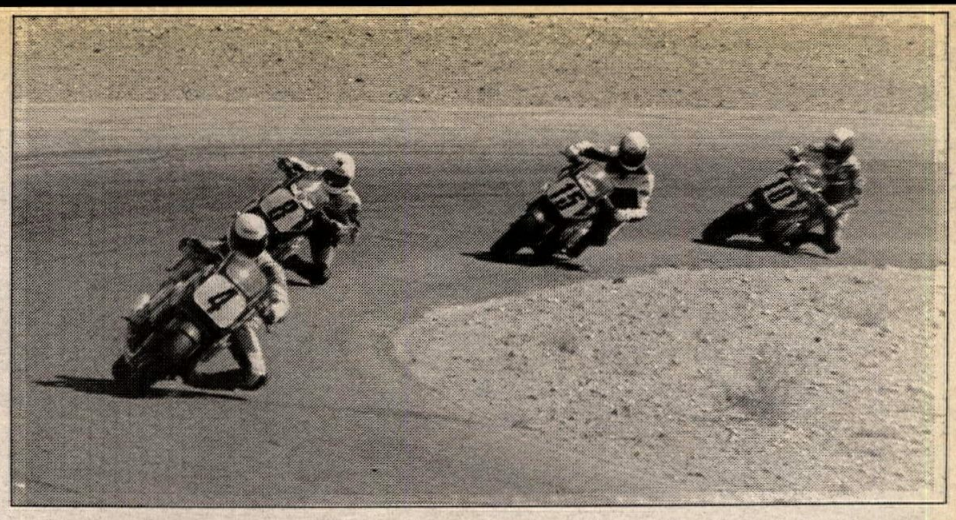
"You can't appreciate how determined these folks (France) are unless you had to compete against them," Wilson said. And he knew first-hand, having tried to qualify himself.

And what of the future of "Dragnet" racing?

According to Wilson, there will be a 1990 Police Olympics, but it will be held somewhere besides Willow Springs, likely in Japan. The mind numbs with the thought of the crowds a police-only motorcycle road race would draw at a facility like Suzuka.

The event will also be renamed in the future by order of the International Olympic Committee, who do not want the word Olympic used in conjunction with anything besides the official Olympic Winter and Summer Games.

But those who witnessed the 1989 Police Olympic road races know that whatever they decide to call it, they'll be hard-pressed to top this one. ●



Julian Elliott (4) leads Oscar Bellini (8), Reimer (15) and winner Marc Granie (10) early in the race. Elliot nipped Reimer and Bellini for second.

Results

TEAM MEDAL POINTS: 1. France (108); 2. USA (56); 3. Switzerland (36); 4. New Zealand (26); 5. Germany (24); 6. Italy (16); 7. Norway (6).

INDIVIDUAL MEDAL POINTS: 1. Marc Granie, France (48); 2. Francois Ciciliani, France (32); 3. Thierry Cupillard, France (28); 4. Alastair Nisbet, New Zealand (26); 5. Bruce Reimer, USA (24); 6. (TIE) Mike Summers/Frank Domino, USA (16); 8. (TIE) Rolf Gutknecht/Olivier Guisolan/Reto Michelet, Switzerland (12); 11. (TIE) Bernd Hein/Jurgen Goldmann/Michael Tuisel, Germany/Oscar Bellini, Italy (8); 15. (TIE) Stefano Stella/Maurizio Corelli, Italy (4); 17. (TIE) Svein Kaasin/Jorn Oyen/Jans Olaf-Lier, Norway (2).

CALIFORNIA SUPERBIKE SCHOOL RACE OF NATIONS: 1. Granie, France; 2. Julian Elliot, Northern Ireland; 3. Reimer, USA; 4. Bellini, Italy; 5. Nisbet, New Zealand; 6. Kaasin, Norway; 7. Gutknecht, Switzerland; 8. Andrew Morrison, England; 9. Steen Pedersen, Denmark; 10. Hein, Germany; 11. Stefan Lodenstein, Sweden; 12. Peter Howes, Canada; 13. Gavin Hogg, Scotland; 14. Jan DeWaal, Holland.

KAWASAKI OPEN PURSUIT MATCH

INDIVIDUAL FASTEST SINGLE LAP: 1. Granie, France, (1:41.03), Gold; 2. Nisbet, New Zealand, (1:41.42), Silver; 3. Ciciliani, France (1:41.63), Bronze; 4. Cupillard, France (1:41.77), Bronze; 5. Bellini, Italy (1:42.37), Bronze.

INDIVIDUAL FASTEST AVERAGE LAP: 1. Nisbet, New Zealand (1:41.46), Gold; 2. Granie, France (1:41.61), Silver; 3. Ciciliani, France (1:42.12), Bronze; 4. Cupillard, France (1:42.12), Bronze; 5. Reimer, USA (1:42.84), Bronze.

TEAM FASTEST SINGLE LAPS: 1. Granie (1:41.03), Ciciliani (1:41.63), Cupillard (1:41.77), France, Gold; 2. Reimer (1:42.46), Summers (1:42.60), Domino (1:43.87), USA, Silver; 3. Gutknecht (1:44.88), Guisolan (1:46.63), Michelet (1:47.04), Switzerland, Bronze; 4. Goldmann (1:45.04), Hein (1:45.97), Tuisel (1:47.94), Germany, Bronze; 5. Kaasin (1:46.67), Oyen (1:46.88), Olaf-Lier (1:47.73), Norway, Bronze.

TEAM FASTEST AVERAGE LAP: 1. France (1:41.95), Gold; 2. USA (1:43.38), Silver; 3. Switzerland (1:47.13), Bronze; 4. Germany (1:47.19), Bronze; 5. Italy (1:47.70), Bronze.

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Tallon Vohland (14) chases Lowell Thomson on his way to one of four moto wins for overall victories in the 250 and 500cc Pro classes.

Mike Metzger took the overall victory in the 80cc Intermediate class with 2-1 moto finishes and just missed taking the series title as well.

Brent Halloway (B5) looks over his shoulder to see 250cc Beginner class runner-up Keith Maves moving in for the pass.

Metzger, Nishimura top Sunrise Trans-Cal MX Finale

By Donn Maeda

ADELANTO, CA, OCT. 1

More than 300 riders showed up for the final round of the Dodge Trucks/CMC Trans-Cal Series held at Sunrise Cycle Park, and Sunday's race saw Mike Metzger and Darin Nishimura top the 80cc Intermediate and 250cc Beginner classes, respectively, while the Morgan brothers teamed up to dominate the popular Pee Wee class.

Metzger entered the final round of the series only a few points behind points leader Casey Johnson, hoping to overtake the Kawasaki rider and score the 80cc Intermediate title. Although the SCR/MNFX/Bill's Pipes/JT Racing/Enzo Racing-sponsored Metzger failed to take the series, he did claim the day's overall win via a set of 2-1 moto scores.

While first place trophies are nothing new to Metzger, Nishimura entered round eight with hopes of scoring his first overall victory. The Suspension by Jake rider did just that and swept both motos to claim the overall in the 250cc Beginner class.

Brandon and Brian Morgan made their trek from Diamond Bar worthwhile, as their father watched his boys sweep the Pee Wee class. Although neither of the Morgans jumped out to good starts, they both emerged from the pack to post 1-2 scores in both motos.

Casey Johnson screamed through the first turn ahead of Jason DePatto, Metzger and Brian Teete in the first 80cc Intermediate moto. As the pack began lap two, Metzger pinned it off a drop-off and sailed past DePatto for second place. While Metzger chased after Johnson, Rusty Holland weaved through the pack after a poor start and stuffed his way past Teete. Once into fourth, Holland began to pressure DePatto for third, chased the Honda rider for a few laps, and on lap five jumped past on the front tabletop. Holland tried to catch the leaders, but Johnson and Metzger were too far gone. Metzger chiseled away at Johnson's lead, but ran out of time and Johnson took the win.

Metzger timed the gate perfectly and stole the second moto holeshot, with DePatto, Teete and Johnson a few bike lengths behind. With an open track ahead of him, Metzger pulled away from the other nine riders. Teete bounced past DePatto in the whoop section and took over the runner-up position, then Johnson passed DePatto in the same whoop section a lap later and began to pressuree Teete. On lap four Johnson railed around the outside of Teete exiting a sandy turn, taking over second place. Johnson tried to make time on Metzger, but the SCR pilot rode a steady race and maintained his 10-second lead to the finish.

Brent Holloway powered his Yamaha through the first turn ahead of the pack in the first 250cc Beginner class moto, but Darin Nishimura out-braked the leader in the next turn. Also on the move was Suzuki mounted Jeff Lokker, who charged into fourth on the third lap then slid past Halloway for third. Lokker then began to nudge Keith Mayes for second, but lost his front end on a muddy straight and dropped to ninth. Mayes then reeled in Nishimura, and the duo engaged in a battle that would carry them to the finish. At the checkers it was Nishimura on top, with Mayes, Holloway and Weberling in tow.

Mayes pulled a clean holeshot in moto two, but snapping at his muffler were Tom Johnson, J.B. Baiunco and Lokker. Mayes pulled away, while tring to sneak inside Baiunco. The two made contact, but Lokker came out ahead while Baiunco lost control and high-sided his Husqvarna.

As Mayes continued to pad his lead, Nishimura was busy making up for a bad start and bounced past Lokker in the whoops on lap four then set his sights on Johnson. He jumped past Johnson on the next lap, and set after Mayes. Not even Mayes' huge lead could deny Nishimura's charge as the Honda rider reeled him in and railed around the outside of the last turn to take the lead. An elated Nishimura crossed the finish line just ahead of Mayes, Johnson and Lokker.

Brian Husjey holeshot the first Pee Wee moto, but shadowing him were Ian Igercic, Brandon Morgan and Shad Viens. Viens buzzed into the lead and led the field around the track for lap two. Brandon Morgan motored around Igercic in a rocky turn then set after Viens. Brian Morgan was also on the move, and took third on the third lap. The Morgan boys began to look for a way around Igercic, but scooted by when Igercic went down in a slippery turn. Brandon took the checkers ahead of Brian, Daniel Blair and a recovered Viens.

Tanya Faulker holeshot the second moto ahead of Jimmy Stewart, Brian Morgan and Brandon Morgan. Brian Morgan whizzed by Stewart and Faulkner on the third lap and took over the lead. Brandon followed suit and chased down Stewart and Faulkner, moving himself into second. Brandon then began to pressure his brother, and scooted by in the far turn. Brandon crossed the finish just ahead of brother Brian, Stewart and Daniel Blair.

Rob Lawrence stole the start of the first 125cc Junior class moto, but breathing down his jersey were David Casada, Travis Fleming and Chad Doggett. Lawrence sputtered to a halt on lap two, handing the lead to Casada. Michael Stanton worked his way into second on the fifth lap and pressured Casada for

the lead. Mark Klouser tried to hold off Doggett for third, but Doggett sailed past over the tabletop and set after Stanton. Casada's Suzuki threw its chain on the last lap, handing the win to Stanton. Doggett, Klouser and Tyler Hummel followed Stanton across the finish line.

Jason Melton led Sam Hawley, Joe Lawwill, J.B. Baiunco and Jeffery Brownlee in moto two. Lawwill stuffed Hawley in a tight turn and set after Melton, who lost control in the whoops and went down, allowing Lawwill, Hawley and Brownlee to pass. Hummel emerged from the pack on lap seven and forced his way past both Brownlee and Hawley. Lawwill took the checkers ahead of Hummel, Hawley and Brownlee. Hummel claimed the overall win with his 4-2 scores, Klouser was second with a 3-5 tally and Hawley third with his 6-3 finishes.

Jeff Pestana powered his big-bore Kawasaki down the first straight ahead of Rex Staten, Tallon Vohland and Jon Nelson, at the start of the first 500cc Pro class moto. Vohland dove to the inside of Staten in the first turn and set after Pestana, taking the lead on the third lap when he navigated the whoops a bit faster than Pestana. Pestana stuck to Vohland's rear fender, but pulled off the track on lap seven with a seized motor. This left Staten in second, but Nelson jumped past him to finish behind Vohland.

Pestana claimed his second holeshot of the day in moto two, but close behind were Staten, Eddie Hicks and Nelson. Hicks forced his way past Staten, as did Vohland a lap later. Vohland took second from Hicks when he out-distanced the KTM rider on the tabletop, then proceeded to reel in Pestana and took the lead for good. Pestana once again stuck to Vohland's rear fender, but missed a shift over a jump and went down hard. Vohland took the moto win and overall, ahead of Hicks, Staten and Nelson. Staten's 3-3 topped Nelson's 2-4 for the runner-up position.

Scott Nickerson started first in the opening 500cc Intermediate moto, but hot on his tail were Chris Ridgeway and Eddie Reed. Ridgeway forced his way past in the second turn, taking the lead from Nickerson.

Jeff Pestana (7), Rex Staten (3), Eric Sandstrom (1) and Vohland line up for turn one in the 500cc Pro class.

Reed bounced past Nickerson in the whoops, chased after Ridgeway and took over the lead on lap five. Reed cruised to the win ahead of Ridgeway, Nickerson and Bob Johnson.

Reed holeshot the second moto ahead of Johnson, Ridgeway and Nickerson. Ridgeway sailed past Johnson and set after Reed, but although Ridgeway made repeated attempts to pass, Reed held his lines and took the moto win. Reed was followed by Ridgeway, John Manteufel and Johnson. •

Results

P/W: 1. Brandon Morgan (Yam); 2. Brian Morgan (Yam); 3. Daniel Blair (Yam); 4. Jimmy Stewart (Yam); 5. Shad Viens (Yam).

60 0-8: 1. Reginald Mitchell (Kaw); 2. Jesse Ketcham (Kaw); 3. Jess Medley (Kaw); 4. Jason Larkin (Kaw); 5. Roland Rodriguez (Kaw).

60 9-11: 1. Jason Shirey (Kaw); 2. Paul Ito (Kaw); 3. Jerry Harvey (Kaw); 4. Jimmy Varis (Kaw); 5. David Keeney (kaw).

80 JR: 1. Jake Windham (Kaw); 2. Brett Klinger (Kaw); 3. John Pedley (Suz); 4. Casey Hinkey (Kaw); 5. Greg Zaratiequi (Yam).

80 INT: 1. Mike Metzger (SCR); 2. Casey Johnson (Kaw); 3. Jason DePatto (Hon); 4. Brian Teete (Kaw); 5. Tim Keeney (Hon).

80 EX: 1. Damon Huffman (Kaw); 2. Jesse James (Suz); 3. Spud Walters (Kaw); 4. Chris Cooksey (Kaw); 5. Sean Thornton (Suz).

80 OPEN : 1. Jason Partridge (Kaw); 2. Travis Preston (Kaw); 3. Paul Ito (Kaw); 4. Jason Shirey (Yam); 5. Nathan Woods (Kaw).

125 BEG: 1. David Chase (Kaw); 2. Jason Cjisum (Kaw); 3. Justin Iannalfo (Yam); 4. Greg Norman (Hon); 5. Rudy Farias (Yam).

125 JR: 1. Tyler Hummel (Suz); 2. Mark Klouser (Hon); 3. Sudden Sam Hawley (Suz); 4. Jeffery Brownlee (Suz); 5. Chad Doggett (Kaw).

125 INT: 1. Joel Albrecht (Kaw); 2. Derik Natvig (Kaw); 3. Joe Bruce (Yam); 4. Derrick Willis (Kaw); 5. Ty Birdwell (Suz).

125 PRO: 1. Ryan Hughes (Kaw); 2. Brian Pryor (Suz); 3. Greg Tierheimer (Suz); 4. Ray Crumb (Kaw); 5. Brian Calhoun (SCR).

250 BEG: 1. Darin Nishimura (Hon); 2. Keith Mayes (Kaw); 3. David Schmidt (Hon); 4. Tom Johnson (Hon); 5. Donny Moore (Kaw).

250 JR: 1. Phil Butler (Yam); 2. Chad Doggett (Kaw); 3. Eric DuCray (Hon); 4. Eric Guy Casas (Hon); 5. Tyler Hummel (Suz).

250 INT: 1. Brian Roth (kaw); 2. Andy Grider (Kaw); 3. Darren Callagher (Kaw); 4. Scott McElroy (Suz); 5. Ray McIntosh (Kaw).

250 PRO: 1. Tallon Vohland (Kaw); 2. Lowell Thompson (Suz); 3. Phil Lawrence (Yam); 4. Dan Berg (Kaw); 5. Shawn Wynne (Suz).

500 BEG: 1. Scott Hoffman (Hon); 2. David Manriguez (Suz); 3. Rodney Weesner (KKTM); 4. Pat Johnson (Hon); 5. Lason Soares (Kaw).

500 JR: 1. Tom Fry (Hon); 2. David Koppels (Hon); 3. John Riggle (Hon); 4. Robert Austin (Hon); 5. David Dutt (Hon).

500 INT: 1. Eddie Reed (Yam); 2. Chris Ridgeway (Kaw); 3. John Manteufel (Yam); 4. Bob Johnson (Hon); 5. Scott Nickerson (Hon).

500 PRO: 1. Tallon Vohland (Kaw); 2. Rex Staten (Hon); 3. Jon Nelson (Yam); 4. Eddie Hicks (KTM); 5. Eric Sandstrom (Hon).

UTH JR: 1. David Matheson (Hon); 2. Steve Wenger (Kaw); 3. Jim Edminston (Yam); 4. Steven Storie (Suz); 5. David Holland (Hon).

UTH INT: 1. Steve Piatonni (Suz); 2. Gerry Johnson (Hon); 3. Frank Lowers (Hon); 4. Tom Berry (Hon); 5. Phil Rose (Hon).

VET JR: 1. Brad Anderson (Kaw); 2. Steve Dombo (Suz); 3. Mike Ryan (Yam); 4. Bob Donham (Yam); 5. Jim Diyorio (ATK).

VET INT: 1. Kelly Myers (Hon); 2. Marshall Marion (Kaw); 3. Alan Cheever (Hon).

VET MSTR: 1. Duane Hughes (Hon); 2. Tim Marsh (Hon).

VET PRO: 1. Rex Staten (Hon); 2. Mike Newman (Yam); 3. John Dauth (Hon); 4. Pete Hahn (Hon); 5. Carl Gazafy (Hon).

OT JR: 1. Pat Graham (Hon); 2. Larry Kirch (Hon); 3. Alan Stephens (Kaw); 4. Carl Ellert (Kaw); 5. Jim Butler (Suz).

OT INT: 1. Gary Doggett (Kaw).

OT MSTR: 1. Larry Baker (Hon).

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Brian Hulsey (1B) leads Ian Igercic (361), Daniel Blair (92) and Shad Viens (V5) in the Pee Wee class.

Suzuki-mounted Mike Pascarella aced all four of the motos to take the overall victories in the 125 and 250cc Pro classes.

Pascarella, Roth score doubles at Sunrise Trans-Cal MX

By Donn Maeda

ADELANTO, CA, SEPT. 30

Four standout performances were put in by Mike Pascarella and Brian Roth at round seven of the Dodge Trucks/CMC Trans-Cal Series at Sunrise Cycle Park. Each rider turned in four perfect moto scores with Pascarella sweeping the 125 and 250cc Pro classes and Roth taking the 125 and 250cc Intermediate class wins.

Pascarella had little trouble winning the 125cc Pro class as he started near the front in both motos and motored by the leaders after a few laps. The SCR/Enzo Racing/Gear Racewear/Beam Racepaint/Smith/Arai/Gaerne/Renthal/Gatorz/Silkolene-sponsored rider had to work a little harder in the 250cc Pro class, as he suffered poor starts in both motos and had to chase down race leader Dan Berg.

Roth had to work his way to the front in the opening 125 and 250cc Intermediate motos, but the Fairfield Kawasaki/Answer/Scott/Arai/Race Tech/FMF/Silkolene/Body Fuel Systems rider holeshot both of his concluding motos and ran away from the pack.

Greg Tierheimer powered his Suzuki through the first turn ahead of Pascarella, Brian Pryor and Jim Clay in the opening 125cc Pro class moto. Pascarella stalked Tierheimer and sailed past on lap three over a tabletop jump. As Pascarella pulled away, Pryor began to pressure Tierheimer and found an opening in a fast, sweeping turn, dove to the inside and stuffed Tierheimer back to third place. On the white flag lap Tierheimer's Suzuki sputtered to a halt, handing his position to Clay. Although Pryor tried to catch Pascarella, he was unable to gain time and had to settle for second.

Tierheimer grabbed his second holeshot of the day in moto two, but right on his knobs were Pryor, Pascarella and Randy Moody. Pryor quickly swooped past in a tight turn, then Pascarella was next to bump Tierheimer back as he flew past on the front tabletop. Pascarella then chased down Pryor, and while he looked for an opening, Moody charged past Tierheimer and began to catch the leaders. Pascarella took the lead on the fifth lap and pulled out a comfortable lead, taking the moto win ahead of Pryor, Moody and Clay.

Dan Berg holeshot the opening 250cc Pro moto ahead of Sven Stillmock, Shawn Wynne and John Posca. Wynne jumped past Stillmock as the pack exited the compression chamber and took over second place. Also on the move was Craig Davis, who swooped past Stillmock and began to pressure Wynne. Davis moved into second on lap three when Wynne lost his rhythm in the whoop section.

While Berg continued to pad his lead, Pascarella was struggling up from a ninth place start. By lap four, Pascarella had moved into fourth and was breathing down Wynne's jersey, then railed past Wynne in a fast sweeper. Pascarella then pulled alongside Davis and bounced past in the whoop section to take over second place.

Although Berg had established quite a lead, it wasn't enough to overcome Pascarella's charge. The Suzuki rider caught the leader on the last lap and passed Berg in the whoops then took the checkered flag just ahead of Berg, but well ahead of Davis and Wynne.

Scotty Takacs pulled a huge holeshot in moto two ahead of Pascarella, Berg and Posca, but lost his front end in the fast first turn. While Takacs was break dancing in front of Pascarella, Berg snuck by on the outside and led Posca, Davis and Dean Matson around the track. Berg began to build an early lead, hoping to capitalize on Pascarella's first turn mishap. Matson soared past Posca over a small double jump and took over the runner-up position. Davis snuck by Posca in the finish turn, and began to reel in Matson, who lost control and went down.

Meanwhile, Pascarella sliced through the pack and was fourth by lap four. Pascarella jumped past Ron Allen and took over third, then set his sights on Davis. Pascarella used the outside line of the back sweeper to overtake Davis then set out to catch Berg, who seemed out of reach. Within four laps, Pascarella had moved up onto Berg's rear fender and as they approached the tabletop Pascarella soared into the lead. Pascarella finished ahead of Berg, Allen and Davis.

Pat Gomm blasted his Honda into the lead of the first 125cc Intermediate class moto, but close behind were Brian Roth, Scott McElroy and Stan Finney. Roth wasted no time and slid by Gomm in a sweeper, then pulled away from the rest of the field. McElroy hounded Gomm and flew past as they hit the front tabletop. On the next lap, Gomm came up short on the tabletop and crashed handing third place to Joe Bruce. Roth took the checkered flag ahead of McElroy, Bruce and Ty Birdwell.

Moto two saw Roth steal the holeshot with McElroy, Derrick Willis and Finney in tow. With a clear track ahead of him, Roth opened up a lead that he would hold to the finish, while McElroy and Willis jockeyed over the runner-up position. Willis stuck to McElroy's rear fender and made repeated attempts to pass. McElroy held him off until the last lap when Willis dove to the inside of the finish turn and took over second.

In 250cc Intermediate class action Tony Sulek holeshot the first moto with McElroy, Chris Ridgeway and Andy Grider close behind. McElroy dove to the inside of the first turn and took over the top spot, leading the pack onto the track. Ridgeway pressured Sulek for second, but on lap four the shock linkage on his Kawasaki snapped, knocking him out of contention.

Roth took over third and looked for a way around Sulek, soaring over him and into second over the tabletop, then set out to catch McElroy. Roth took the lead when McElroy went down in a slippery turn to take the moto win ahead of Sulek, Darren Gallagher and McElroy.

Roth blasted into the lead of the second moto, but shadowing him were Andy Grider, McElroy and Sulek. Roth tried to open up a lead, but Grider had different ideas and stuck to Roth's rear fender. Sulek stalked McElroy and as they approached the tabletop he pulled alongside McElroy and sped past in the following turn. Although Grider made repeated attempts to take the lead, Roth held his lines and took the moto win. Close behind Roth and Grider were Sulek, Gallagher and McElroy.

Eric Casas holeshot the first 250cc Junior moto ahead of Mike Giem, Phil Butler and Chingis Galland. Butler quickly displaced Giem then made a few attempts to take the lead, but seemed to back off towards the end of the moto. Tyler Hummel overcame a bad start and worked into fourth by the moto's end. Casas took the checkered ahead of Butler, Giem and Hummel.

Casas pulled another holeshot in the second moto ahead of Casas, Giem and Chad Doggett. Butler bounced past Casas in the whoop section and pulled out to a 15-second lead that he would hold to the finish. Doggett out-distanced Giem over a high-speed jump and took over third on the fourth lap. Butler finished well ahead of Casas, Doggett and Giem.

Jeff Pestana powered his big Honda down the start straight ahead of Rex Staten, Jon Nelson and Scott Brown in the opening 500cc Pro moto. While Staten looked for a way around Pestana, Brown moved into third by stuffing Nelson in the finish turn. Staten made his move on lap five and slid around Pestana in a

sweeping right-hander. Pestana then shadowed Staten but later retired with a broken transmission. This left Staten with a comfortable lead over a hard-charging Eddie Hicks, Nelson and Eric Sandstrom. This running stayed the same to the finish.

Pestana duplicated his first moto holeshot, but this time aboard a borrowed Kawasaki. Nelson, Sandstrom and Staten followed close behind. Pestana managed to pull out a small lead, but parted company with the unfamiliar Kawasaki in a slippery turn. Staten took over the lead with Nelson in tow. Pestana recovered in time to hold on to third. Staten took the moto win ahead of Nelson, Pestana and Sandstrom.

Sam Hawley holeshot the first 125cc Junior moto ahead of Travis Fleming, Michael Stanton and Jeff Brownlee. Stanton moved into the lead within the first few turns, but Hawley followed close behind. Brownlee pressured Fleming and took over third when Fleming went wide in the finish turn. Stanton crossed the finish line ahead of Hawley, Brownlee and Fleming.

Moto two saw Rob Lawrence steal the holeshot ahead of Brownlee, Jason Melton and Stanton. Melton took the lead on lap three and began to pull away from the pack, while Brownlee and Stanton argued over the runner-up position. Melton took the moto win ahead of Brownlee, Stanton and Hawley, who worked up from a poor start. Stanton took the win with 1-3 scores, with Brownlee second with his 3-2, and Melton third with a 5-1. •

Results

P/W: 1. Jason Larkin (Yam); 2. Brandon Morgan (Yam); 3. Brian Morgan (Yam); 4. Jimmy Stewart (Yam); 5. Daniel Blair (Yam).

60 0-8: 1. Jesse Ketcham (Kaw); 2. Reginald Mitchell (Kaw); 3. Jess Medley (Kaw); 4. Jason Larkin (Kaw); 5. Ito Posca (Kaw).

60 9-11: 1. Jason Shirey (Kaw); 2. Jerry Harvey (Kaw); 3. Paul Ito (Kaw); 4. Butch Gabriel (Kaw); 5. David Keeney (Kaw).

80 BEG: 1. Donovan Placencia (Yam); 2. Geof Lanini (Kaw); 3. Tim Campbell (Kaw); 4. David Ratzoff (Kaw); 5. Brian Rocks (Yam).

80 JR: 1. Aaron Wenstrup (SCR); 2. Jake Windham (Kaw); 3. Brett Klinger (Kaw); 4. Greg Zaratieoui (Yam); 5. Val Schweizer (Kaw).

80 INT: 1. Casey Johnson (Kaw); 2. Rusty Holland (Kaw); 3. Mike Metzger (SCR); 4. Mike Gilbert (Yam); 5. Tim Staufenbeil (Hon).

80 EX: 1. Damon Huffman (Kaw); 2. Spud Walters (Kaw); 3. Chris Cooksy (Kaw); 4. Jesse James (Suz); 5. Danny Nelson (Kaw).

80 OPEN: 1. Jason Partridge (Kaw); 2. Travis Preston (Kaw); 3. Paul Ito (Kaw); 4. Nathan Woods (Kaw); 5. Jason Shirey (Yam).

BIG WHL: 1. Brett Klinger (Kaw).

125 BEG: 1. Greg Norman (Hon); 2. David Chase (Kaw); 3. Rudy Farias (Hon); 4. Todd Canale (Kaw); 5. Justin Iannalfo (Yam).

125 JR: 1. Michael Stanton (Hon); 2. Jeffery Brownlee (Suz); 3. Jason Melton (Hon); 4. Sam Hawley (Suz); 5. Rob Lawrence (Suz).

125 INT: 1. Brian Roth (Kaw); 2. Scott McElroy (Hon); 3. Derrick Willis (Kaw); 4. Joe Bruce (Yam); 5. Ty Birdwell (Suz).

125 PRO: 1. Mike Pascarella (SCR); 2. Brian Pryor (Suz); 3. Jim Clay (Yam); 4. Randy Moody (Hon); 5. John Posca (Kaw).

250 BEG: 1. Keith Mayes (Kaw); 2. Donny Moore (Kaw); 3. Brent Holloway (Yam); 4. Chris Wolff (Hon); 5. Mark Beckworth (Suz).

250 JR: 1. Phil Butler (Yam); 2. Eric Guy Casas (DG); 3. Mike Giem (Hon); 4. Tyler Hummel (Suz); 5. Troy Wing (Kaw).

250 INT: 1. Brian Roth (Kaw); 2. Tony Sulek (Kaw); 3. Andy Grider (Kaw); 4. Darren Gallagher (Kaw); 5. Scott McElroy (Suz).

250 PRO: 1. Mike Pascarella (SSCR); 2. Dan Berg (Kaw); 3. Craig Davis (Yam); 4. Ron Allen (Kaw); 5. Shawn Wynne (Suz).

500 BEG: 1. Scott Hoffman (Hon); 2. Tim Robel (Hon); 3. David Manriguez (Suz); 4. Pat Johnson (Hon); 5. Jason Soares (Kaw).

500 JR: 1. Mike Giem (Hon); 2. tom Fry (Hon); 3. Dave Kopels (Kaw); 4. John Riggle (Hon); 5. Robert Austin (Hon).

500 INT: 1. Eddie Reed (Yam); 2. John Manteuufel (Yam); 3. Scott Nickerson (Hon); 4. Phil Rose (Hon).

500 PRO: 1. Rex Staten (Hon); 2. Jon Nelson (Yam); 3. Eric Sandstrom (Hon); 4. Jeff Pestana (Hon); 5. Eddie Hicks (KTM).

UTH JR: 1. Steve Wanger (Kaw); 2. Steven Storie (Suz); 3. Dave Matherson (Hon); 4. Jeffery Martin (Suz).

UTH INT: 1. Tom Berry (Hon); 2. Phil Rose (Hon).

VET JR: 1. Brad Anderson (Kaw); 2. Jim Diyorio (ATK); 3. Steve Dombo (Suz); 4. Mike Ryan (Yam); 5. Tim Ketcham (Hon).

VET INT: 1. Dave Simmons (Kaw); 2. Micheal Gibson (Hon); 3. Kelly Myers (Hon).

VET MSTR: 1. Tim Marsh (Hon); 2. Duane Hughes (Hon).

VET PRO: 1. Rex Staten (Hon); 2. Mike Newman (Yam); 3. John Dauth (Hon); 4. Pete Hann (Hon); 5. Jerry Jirkovsky (Hon).

OT JR: 1. Pat Graham (Hon); 2. Larry Kirsch (Hon); 3. Alan Stephens (Kaw).

OT INT: 1. Gary Doggett (Kaw).

OT MSTR: 1. Larry Baker (Hon).

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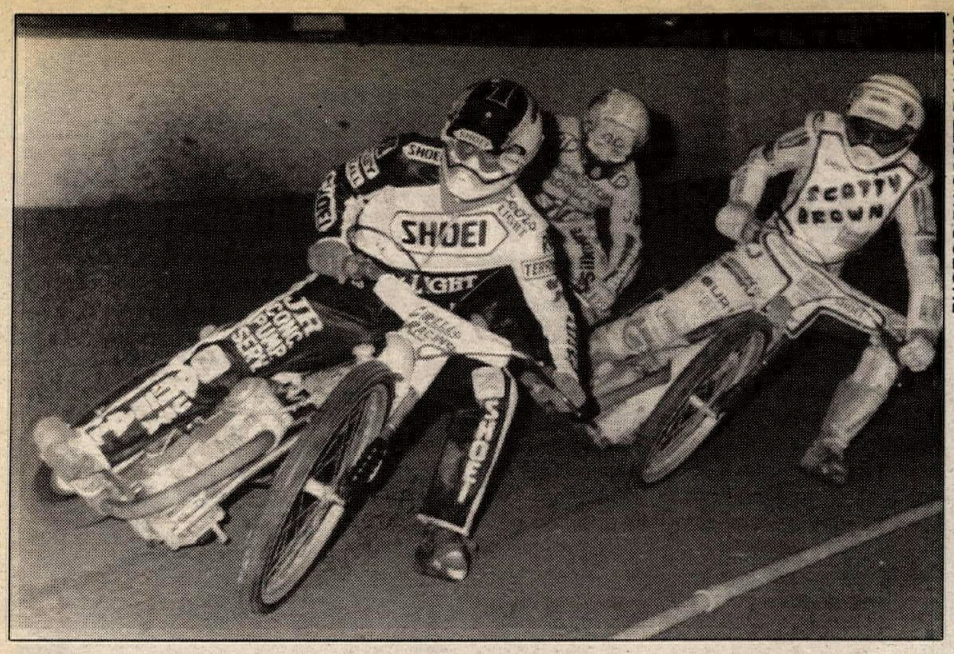

PHOTOS BY SCOTT DALOISIO

Steve Lucero was crowned California State Speedway Champion at IMS. Here, he leads Scotty Brown as Bobby Schwartz falls in the background.

Steve Lucero celebrates his title with his fiancee, Wendy Brant.

22nd Annual California State Speedway Championship

Lucero crowned two-time champ at IMS

By Scott Daloisio

SAN BERNARDINO, CA, SEPT. 23

GM-riding Steve Lucero scored a 15-point maximum to win the 22nd Annual Budweiser California State Speedway Championship before a packed house at Inland Motor Speedway. The win made Lucero the only double winner of the 1980s, having also won the title in 1985.

Things did not start out particularly well for Lucero, as his mechanic failed to show up at the year-and-a-half-old track. That meant that in addition to racing, Lucero also had to do all of his own mechanical work.

Pre-race favorite Bobby "Boogaloo" Schwartz saw his title aspirations evaporate in the first turn of the first heat. Starting from gate three, Schwartz was beaten off the line by Lucero and Scotty Brown. As they entered the first corner, Schwartz slid out. By the time he got back up, the field was in turn three.

The race carried on with Lucero opening up his lead all the way while Brown fought off the charging Scott Brant for second place and two points. In the pits, Lucero pulled off his helmet and displayed a wide grin. "When I came off the line I got nervous. I realized I had out-gated Bobby," he said.

When Lucero won the 1988 National Championship, he simply outclassed the field off the line. At the State Championship, he was doing the same and the other contenders got a sinking feeling as he made his round-two race look like child's play. Lucero was hiding by the end of lap one while the rest of the field struggled.

After two rounds, Lucero had a one-point lead over "Flyin" Mike Faria, Billy Hamill and Charles Ermolenko. Alan "Crazy" Christian, only two points down, was still within striking distance of the leader.

Lucero beat Christian off the line in their third-round race with Hamill running third. When the race left the line, Christian was still a major player in the overall picture, but Hamill passed him early in the event and severely limited his chances.

While Hamill was struggling with Christian, Lucero built up a lead. Hamill saw the handwriting — he knew he had to get past Lucero and he pulled out all the stops. The 19-year-old attacked every corner with reckless abandon. He caught Lucero at the white flag and with the fans on their feet cheering for their respective favorites, the last-lap war took place. Lucero pegged the throttle and moved away to a two bike-length lead at the checkered flag.

If Lucero won his fourth-round ride, the title would be his for the taking. Coming from gate four, Lucero left the line like he had been shot out of a cannon. Eddie Castro was hot on his trail and tried to sneak between Lucero and the wall. It did not work and Castro wheelied before backing off.

Faria had another terrible start and was mired in third. The race seemed to be Lucero's, but Castro decided to throw in one last challenge. He came into turn one low and slid all the way across the groove. For a split second, it looked like Castro was going to slide into Lucero. Castro fought to avoid what would have been a savage accident, and he slowed it down enough to avoid the impact just before he got to Lucero. By the time Castro got back on the throttle, Lucero was gone. For the most part, so were everyone's victory hopes.

Event 20 pulled onto the track. It was Lucero's title for the asking. If he finished third or better the title was his, but if he took last, he would have a run-off for the crown with Schwartz, who won four straight after falling in the first round, and Hamill, who'd scored two wins and three seconds.

There was no question about it — the Coors Light/Shoei/Epic Surf & Skate/Oilzall/O'Neal/Oakley-sponsored machine performed perfectly and Lucero had his second California State Championship.

While Hamill was beating Schwartz in a run-off for second, a rather subdued Lucero reflected on his win.

"I won the first race with Bobby (Schwartz) inside of me. That is probably what got me going."

As Hamill took the checkered in the run-off, Lucero was asked why he always does well in the big races.

"I think about it in a different way. People think about it too much (beforehand). I think about it when I get to the track, not when I'm in the garage!"

Results

CALIFORNIA STATE SPEEDWAY CHAMPIONSHIP: 1. Steve Lucero (GM), 15; 2. Billy Hamill (Gdn) 12; 3. Bobby Schwartz (GM) 12; 4. (TIE) Mike Faria (Gdn)/ Ed Castro (Wes) 11; 6. Charles Ermolenko (Wes) 10; 7. (TIE) Scotty Brown (Jaw)/ Jim Sisemore (Wes) 8; 9. (TIE) Steve Russell (Wes)/ Josh Larson (Wes)/Alan Christian (Jaw) 5; 12. (TIE) Steve Martin (Wes)/Kevin Jordan (Wes)/Don Odom (Wes) 4; 15. Scott Brant (GM) 3; 16. (TIE) Tony Bienert (Wes)/Randy Beddow (Wes) 2.

CALIFORNIA STATE SIDECAR SPEEDWAY CHAMPIONSHIP: 1. Craig Dempster/Peter Lewis (Kaw); 2. Randy McIntyre/Robert Fox (Kaw); 3. Steve Stanton/Tom Tufts (Kaw); 4. Ken Ohrt/Doug Whitson (H-D).

CALIFORNIA STATE JUNIOR SPEEDWAY CHAMPIONSHIP: 1. Brent Werner (Wes); 2. Fred Timberlake (Wes); 3. Kevin Nicklas (Wes); 4. Chris Werner (Wes).

PHOTO BY BRIAN BARNES

Chris Carr won the Darell Davis Regional TT at Castle Rock.

Carr flies at Darell Davis Western Regional TT

By Derryl Anderson

CASTLE ROCK, WA, SEPT. 22

Harley-Davidson factory rider Chris Carr came from an eighth-place start to win the main event on the last lap over Canadian Steve Aseltine at the Darell Davis Western Regional TT Championship. Carr took home the biggest chunk of the $5000 purse.

Fast qualifying time was set by Carr with a 22.58-second run. Next was Aseltine with a 22.86, followed by John Wincewicz with a 22.92. Marty Zirbel was the only other rider in the 22s with a 22.98. Filling out the rest of the top-10 qualifiers were Mickey Fay, Randy Roose, Steve Eklund, Rex Fisher, Ron Yamamoto and Aaron Hill. The format for the Regional had all main event transfer spots being earned right out of the heat races; There were no semis, just like the Junior National program.

The Castle Rock TT track made for some ultra-close racing off of the starting line through turns one and two and into the right-hander. Kirk Strong got the initial lead in heat one followed by Del Schnitzer, Jeff Harsha, Troy Norris, Eklund and Carr, who was jammed back in traffic. In the right-hander, Eklund was sideways in front of Carr and it took Carr another lap to get by. Carr then started a charge that was absolutely fantastic. Coming into turn three, Carr passed three of the four riders in front of him on the inside, getting by everyone but Schnitzer, who had just passed Strong for the lead. Within one lap, Carr slid under Schnitzer in turn four and went out to an uncatchable lead. At the checkered flag, Carr had 40 yards on Eklund, followed by Norris, Strong, Schnitzer and Rick Henson.

In heat two, Fay took off on his Knight Frame/Bell/Works Perf./ Bel-Ray/Tsubaki/Buffalo No. Plates-sponsored Honda, and wasn't to be caught as he led Mike Sullivan, Fisher, Aseltine and Don Estep. On lap two, Fisher slid under Sullivan and a lap later, Aseltine came up to do the same. Aseltine was all over Fisher and the two of them traded places back and forth several times before Aseltine took command. At the finish it was Fay, Aseltine, Fisher, Estep, Dan McDonnell and Dave Bostrom.

In the third and final heat race, Garth Mulkey-backed Chad Felicio got the scratch ahead of Wincewitz, Zirbel, Hill, Jon Cornwell, Harley-Davidson's Kevin Atherton, Kit Farley and the others. On lap two, Wincewicz took over the lead on the Lou Kinnish Wood-Rotax and never looked back. At the end it was Wincewicz, Felicio, Zirbel, Hill, Atherton, Yamamoto and John Clayton.

In the main event, Fay got the holeshot followed by Aseltine, Wincewicz, Felicio, Eklund, Norris and Carr, who was once again stuck behind a tight group of riders. After one lap, the pack started to thin out and Carr went to work. Norris passed Eklund and Felicio with Carr in tow. On lap five, Carr went under Norris coming out of turn four. Up front Fay had a small lead while Aseltine and Wincewicz battled back-and-forth, exchanging positions twice a lap. On the eighth lap, Aseltine went around Fay going into turn one. They were side-by-side through turn two, when Aseltine went by Fay in the right-hander. Before Fay hit the jump, Carr went around the ouside while sliding to the right and past Fay as well.

Coming out of turn four, Fay got back by Carr, but Carr repaid the favor down the straightaway. A lap later, Carr passed Aseltine going down the straightaway. By now, the crowd was in total amazment as Carr pulled out a 40-yard lead. Meanwhile, Eklund, Norris, Strong and Schnitzer could be covered with a blanket as they fought tooth-and-nail for third place. At the finish it was Carr with almost a straightaway lead on Eklund, Norris, Strong, Schnitzer, Henson and Harsha.

In the Junior class, Riley's/Mike Camphouse/Smitty's/PJ-1/KK/ Arai/Tsubaki/Jeff Chisom/MJ USA-backed Larry Pegram took the first heat race win after battling with Kris Kiser for several laps. Behind them were Jeff Russell, Troy Rose, Steve Mayfield, Brian Miller, Jaime Aguilar, Jeff Hiatt and Randy Bereman.

In the second and final Junior heat race, Speedy Kell took his Baker Racing Harley-Davidson wire-to-wire followed by Andy Tresser, Ricky Smith, Joe Kopp, Clint Vahsholtz, Troy Yeo and Chris Staley.

In the main event, Kell took the initial lead ahead of Kiser, Pegram, Russell, Tresser and the other Juniors. On lap two, Pegram passed Kiser and went after Kell, who he got a lap later. At the checkered flag it was Pegram, Kell, Kiser, Smith, Tresser, Russell, Kopp, Mayfield, Vahsholtz, Miller, Yeo and Rose.

The Pro-Ams were quite fidgety as several restarts were necessary in the

PHOTO BY ARLENE HEJLEK

Ron Naylor rode his ATK to the win in the Flat River Grand Prix.

final. Local favorite J.P. Simonsen got caught up in the mess and had to start in the back row. At the first restart, Steve Hyson led Bruce Scott, Matt Holder, Paul Polhemus and Dave Bachmeir off the line. The whole field was running super-close for several laps, when about four mid-pack riders got hooked up, sending a number of the riders over the bank just before the jump. Red flags came out everywhere, stopping the race.

Hyson led the single-file restart with Scott and Simonsen right behind him. Simonsen was all over Scott looking for an opening when Wellander went down coming over the jump. Unfortunately, the race had to be stopped once again. This time it was called complete. The finishing order read Hyson, Scott, Simonsen, Joel Huskey, Jeff Annen, Tom Shivers and Ken Wheaton.

Results

PRO-AM: 1.Steve Hyson (Hon); 2. Bruce Scott (Hon); 3. J.P. Simonsen (Hon); 4. Joel Husky (Hon); 5. Jeff Annen (H-D); 6. Tom Shivers (W-R); 7. Ken Wheaton (Hon); 8. David Bachmeier (H-D); 9. Paul Polhemus (W-R); 10. Tom Sherman (W-R): 11. Matt Holden (Rtx); 12. David Wellander (Yam).

JR: 1. Larry Pegram (W-R); 2. Speedy Kell (H-D); 3. Kris Kiser (H-D); 4. Ricky Smith (Hon); 5. Andy Tresser (W-R)l 6. Jeff Russell (Rtx); 7. Joe Kopp (Hon); 8. Steve Mayfield (H-D); 9. Clint Vahsholtz (W-R); 10. Brian Miller (Hon); 11. Troy Yeo (KTM); 12. Troy Rose (Yam).

EX: 1. Chris Carr (H-D): 2. Steve Aseltine (H-D): 3. Mickey Fay (Hon); 4. Troy Norris (W-R); 5. Steve Eklund (H-D); 6. Aaron Hill (H-D): 7. Chad Felicio (Hon); 8. Kirk Strong (H-D); 9. Rex Fisher (W-R); 10. Don Estep (W-R): 11. Marty Zirbel (H-D); 12. John Wincewicz (W-R).

Naylor nails Flat River Grand Prix

By Arlene Hejlek

FLAT RIVER, MO, SEPT. 24

ATK's Ron Naylor picked up the Governor's Cup and the overall trophy with his win of the 9th Annual Chamber of Commerce-sponsored Flat River Grand Prix.

For the entire 100 miles, Naylor ran a tight race with last year's winner, Team Green's Scott Plessinger. A cool sunny day made it enjoyable to ride, but dust, lapped riders and square-edged rocks posed problems. At one point, Naylor lost the buckles off one boot and bent his brake lever when a rider looped out in front of him on a tight, rocky uphill. Later, Plessinger lost the lead when he went down hard on his knee and elbow after losing control in a rocky section. Naylor was in front coming through the scoring lanes each lap until the start of the final one, when Plessinger showed up with a 17-second lead. Since the Flat River Grand Prix has seen a different winner every year, everyone watched to see if Plessinger would be the first to make it two wins. But it was Naylor out front as Dick Mann flourished the checkered flag.

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- GREG SURDYKE Yamaha .....GOLD
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250cc Class
- KURT HOUGH Team Green .....GOLD
- FRED HOESS Team Green .....GOLD
- JEFF RUSSELL Yamaha .....GOLD
- ROBB MESECHER Suzuki .....SILVER
- TIM SINGLETON Yamaha .....SILVER
- GRANT PALENSKE Team Green ....BRONZE

125cc Class
- AARON HOUGH Team Green .....GOLD
- TERRY CUNNINGHAM Team Green ....GOLD
- BRAD LOWE Kawasaki .....SILVER

80cc Class
- LARRY ROESELER Team Green .....GOLD

500cc Four Stroke Class
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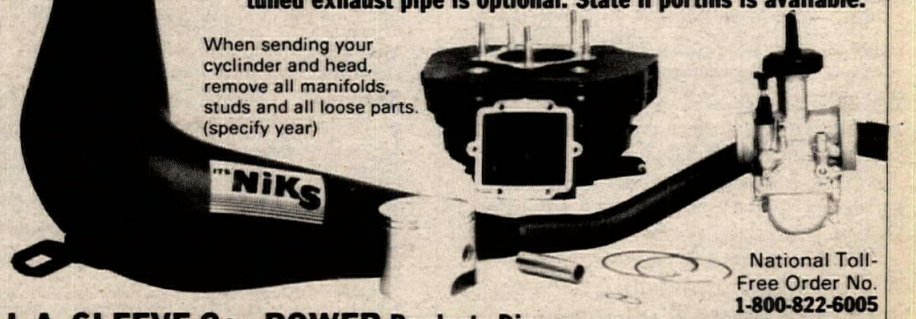

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PHOTO BY BOB MURRAY

Paul Krause was second overall at the Shamrocks Hare & Hound.

Plessinger was awarded first-place Expert followed by Yamaha-mounted Tony Hendon, who latched on to that position early and held it to the end. Third-place Expert went to Chris Caplinger, who had to work his way up after a bad start and held off a late challenge by Kelly Getz, the fourth-place finisher. Jim Stanfield stopped to help a downed rider on the first lap, but was able to catch up to take fifth place. Sixth-place finisher Dwane Miinch fixed a front flat tire after the second lap, and a rear flat on the fourth lap. Steve Leivan, who also stopped on the first lap to aid the downed rider, finished seventh-place Expert.

The 250cc class winner, Carlo Cracchiolo, took the holeshot at the creek and after first-lap problems, retook the lead and held it to the end. Jay Williams led the Open class until the last lap when his radiator hose broke and Matt Sauerwein, who worked his way up from 10th place, was there to take the win. Kevin O'Brien took the holeshot in the 200cc class and finished with a sizeable lead.

In the 125cc class, Vince Throckmorton took the lead from Spencer Ballentine on the second lap and held it to the end. Eddie LaChance, riding with a flat front tire, held off a last-lap charge by Everett Shinault to take the Four-Stroke win. Bill Duffner and Bob Caplinger dueled in the Senior class with Duffner on top at the end. After early trouble and a late challenge, Shawn Taylor took the Junior win.

The Vintage race was held the previous day on a seven-mile section of the course. Dick Mann showed he could still turn on the gas by taking the win in the one-hour event.

Results

O/A: 1. Ron Naylor (ATK).

EX: 1. Scott Plessinger (Kaw); 2. Tony Hendon (Yam); 3. Chris Caplinger (Cag); 4. Kelly Getz (Hon); 5. Jim Stanfield (Kaw).

OPEN: 1. M. Sauerwein (Hon); 2. M. Beck (Kaw); 3. M. Turpin (ATK); 4. R. McWhorter (KTM); 5. K. Kramer (ATK).

250: 1. C. Cracchiolo (Hon); 2. S. Martin (Yam); 3.J. Sledge (Yam); 4. C. Graber (Kaw); 5. R. Butler (Hon).

200: 1. K. O'Brien (Kaw); 2. R. Thorpe (Kaw); 3. S. Branstetter (Kaw); 4. T. Berry (Yam); 5. M. Lynch (Kaw).

125: 1. V. Throckmorton (Cag); 2. S. Ballentine (Yam); 3. J. Richards (Kaw); 4. M. Jamieson (KTM); 5. R. Caviness (Kaw).

4-STRK: 1. E. LaChance (Hon); 2. E. Shinault (Hon); 3.L. Martin (Hon); 4. M. Goforth (Hon); 5. C. Mathis (Hon).

SR: 1. B. Duffner (Kaw); 2. B. Caplinger (Cag); 3. R. Livingston (Yam); 4. T. Brumley; 5. R. Prince (Hus).

S/SR: 1. J. Ramsay (Suz); 2. G. Erhardt (ATK); 3. J. Benard (Kaw); 4. J. Dukes (Kaw); 5. L. Lindblad (Kaw).

JR: 1. S. Taylor (Hon); 2. G. Kennon; 3. J. Dunn; 4. N. Longo; 5. T. Evans.

BEG: 1. J. Crawford (Yam); 2. M. Faletti (Kaw); 3. A. Copeland (Yam); 4. J. Semones (Hon); 5. P. Barker (Hon).

VINT: 1. D. Mann (BSA); 2. G. Raecker (CZ); 3. P. Smith (Tri); 4. D. Eaton (BSA); 5. G. Blackwell (BSA).

PHOTO BY HURLEY SHORT

Overall winner Chuck Green (26) charges ahead of Chris Messer (25) and Rod Matthews (5) at the start of a 125cc C moto at Devil's Ridge.

Paiement paces Shamrocks H&H

By Donnetta and Bob Murray

RED MOUNTAIN, CA, SEPT. 24

The top runners in the Shamrock MC Timed Hare & Hound held at Searles Station near Red Mountain, left the pit area Sunday not knowing who the winners were. Nearly a day later, the computers spit out the winner; Derrick Paiement riding a Kawasaki KX500 with a time of 6653 seconds.

"I took a lot of chances at the end of the race to catch Paul," said Paiement of Paul Krause, who physically crossed the finish line first. "Hopefully, I got him timewise."

After nearly missing his turn on the fifth row of the start line, Paiement charged right off the bat in hopes of getting through the crowd and accompanying dust ahead of him. He tried to pace himself through the first loop, going just fast enough to catch up with those in front and to keep those behind at bay. Minor dump can problems cost him a few seconds, but he soon hit the rocks and the technical part of the second loop in a good position.

"I used the rocks to my advantage," said Paiement, who is sponsored by Downhill Alexander/Kawasaki of Riverside/Scott USA/Hi-Point. "I kept pacing myself, trying to make no mistakes. I hit a bush and had a little get-off. As soon as I saw Paul's dust, I started going a little faster and taking a few more chances."

Paiement was second physically to pass the checkered flag. Kawasaki Team Green's Krause, had a quick start in the third row and got through the riders of the two rows ahead of him so he could be dust free. He caught the leaders just before the bomb and passed them by the road crossing. Krause was second through the pits and finally caught the leader, Robert Baehr. Once past Baehr, it was clear riding all the way in. He physically finished first and was second overall with a clocking of 6690, 37 second behind Paiement.

Placing third overall, and first 250cc rider, was Kawasaki's Ted Hunnicutt. Following a crash in the first loop, Hunnicutt passed both Brett Howell and Steve Kirk with some hard riding through the rocks, poured it on and brought his bike home at 6774.

Greg Searles piloted his 250cc Honda to a fourth overall finish, claiming he could hardly see the course. Kawasaki's Ken Parry was the first Vet to cross the line and his time of 6882 was good enough for fifth overall.

Baehr led until the second check of the second loop, before dropping back to sixth overall with a time of 6934. Dan Ashcraft finished seventh over Steve Kirk, who enjoyed a bit of dicing with Hunnicutt during the second loop.

Sentimental favorite of the day had to be Kawasaki's 125cc rider Brett Howell. The race was dedicated to his father, Bill Howell, a Shamrock member and longtime desert regular who had succumbed to cancer 10 days earlier. This was utmost in Brett's mind as he crossed the checkered flag ninth overall and first 125cc. Rounding out the top 10 was Downhill Alexander.

Results

O/A: 1. Derrick Paiement (Kaw); 2. Paul Krause (Kaw); 3. Ted Hunnicutt (Kaw); 4. Greg Searle (Hon); 5. Kenny Parry (Kaw); 6. Robert Baehr (Kaw); 7. Dan Ashcraft (Yam); 8. Steve Kirk Jr. (Yam); 9. Brett Howell (Kaw); 10. Downhill Alexander (Suz).

OPEN EX: 1. Derrick Paiement (Kaw); 2. Paul Krause (Kaw); 3. Mike Kornwinder (Hon).

OPEN AM: 1. Jeff Capt (Hon); 2. Gary Carmen (KTM); 4.Mike Davidge (Kaw).

OPEN NOV: 1. Gary LaChorite (Hus); 2. Scott Fusco (Hon); 3. Gary Shaw (Hon).

250 EX: 1. Ted Hunnicutt (Kaw); 2. Greg Searle (Hon); 3. Robert Baehr (Kaw); 4. Dan Ashcraft (Yam).

250 AM: 1. David Ondas (Yam); 2. Dwayne Lewis (KTM); 3. Steve Ogren (Yam).

250 NOV: 1. Tom Dittfeld (Kaw); 2. Brad Stieg (KTM); 3. Leonard Tobin (Yam).

125 EX: 1. Brett Howell (Kaw); 2. John Braasch (Yam); 3. Eric Hanks (Kaw).

125 AM: 1. Brent Farrell (Kaw); 2. Gary Mercer (Yam); 3. Gary Christie (Kaw).

125 NOV: 1. Alan Kadlec (Hon); 2. Gene Nardone (Hon); 3. Brad Vandenberg (Hon).

OPEN EX VET: 1. Mike McDonald (Hon); 2. Mike Mulconery (KTM); 3. Bob Zahnow (Yam).

OPEN AM VET: 1. Michael Hendrix (Yam); 2. Richard Reed (KTM); 3. Randy Hetema (Yam).

OPEN NOV VET: 1. Bob Williams (Cag); 2. Ed Solix (Hon); 3. Clay Hollister (Kaw).

250 EX VET: 1. Kenny Parry (Kaw); 2. Peter Medina (Kaw); 3. Steve Spragle (Yam).

250 AM VET: 1. Charlie Spellman (Kaw); 2. Jack Shannon (KTM); 3. Larry George (KTM).

250 NOV VET: 1. Jeffrey Prince (KTM); 2. Greg Kaulick (Hon); 3. Bob Koontz (KTM).

OPEN EX SR: 1. T.V. Holmes (KTM); 2. Don Burch (Yam); 3. Robert Torgerson (Yam).

OPEN AM SR: 1. R. Christensen, Sr. (ATK); 2. Larry Hall (Yam).

OPEN NOV SR: 1. Ray Hernandez (Hon); 2. John Erlandson (Hon).

250 EX SR: 1. Steve Thompson (Kaw); 2. Al Hull (Yam); 3. Ron Hall (Suz).

250 AM SR: 1. Frank Chamberlin (Hon); 2. John Huegel (Hon); 3. Michael Burnett (KTM).

250 NOV SR: 1. Bob Pryor (Hon).

EX S/SR: 1. Dennis Davidge (Hus); 2. Al Guzman (Kaw).

AM S/SR: 1. Bill Pridemore (Yam); 2. George Scott (Kaw).

WMN: 1. Glenda Jackson (Kaw); 2. Patrice Payne (Hon); 3. Julie Parrick (KTM).

OPEN BEG: 1. Andrew Pichon (Yam); 2. Thomas West (Kaw); 3. Donald Eckersley (Hon).

250 BEG: 1. Phil Holcomb (Hon); 2. Steve Nakamoto (Hon); 3. Steve Worley (Yam).

Greer grooves at Devil's Ridge MX

By Hurley & Dot Short

SANFORD, NC, SEPT. 24

Patrick Greer locked up the overall victory in the Senior Mini class with 1-2 moto scores at Devil's Ridge MX Park.

In the first moto Tilden Styron grabbed the holeshot followed by Greer and Jason Baldwin. The leader went down on the first lap and Greer moved out front and pulled out to a healthy lead over the field. At the halfway point it was Greer, Ritchie Horton and Baldwin, while Danny Rich moved up on Baldwin and tried to take over fourth. Although Horton put on a last-minute hard charge, he had to settle for second behind Greer with Baldwin, Rich and Chris Carlson finishing behind him.

In the second moto Styrone took the lead off the starting line again, followed by Greer, Carlson and Gage Fortson. Rich took over fourth as Styron stretched his lead, but Baldwin also made a move to displace Rich. On the finish it was Styron over Greer, Carlson, Baldwin and Rich.

In the first moto of the Junior Mini class Baldwin took the holeshot followed by Carlson and Greer. Horton moved up to second dropping Carlson back to third and Greer to fourth, and continued his push and passed Baldwin for the lead. Greer dropped Baldwin back yet another position, and at the finish it was Horton first ahead of Greer, Baldwin and Carlson.

Greer grabbed the holeshot in the second moto with Fortson and Rich right behind him. On the first lap Horton pressured Fortson and made the pass for second, putting Fortson in third and dropping Rich back to fourth. After much jockeying back and forth, Greer and Fortson began pushing each other to the limit. Greer held on to the lead but at the halfway point Horton made it past Greer as Carlson held on to third and Baldwin moved up to fourth. At the finish, it was Fortson over Greer, Carlson, Rich and Baldwin.

In the first moto of the 125cc C class the holeshot was taken by Chuck Green, who took a commanding lead as he was followed by David Hill, Chris Messer and Chad Matheson. Matheson kept the pressure on Messer trying to take over third, while Green widened his lead over Hill. The big race continued to be between Messer and Matheson as they battled each other right down to the checkered flag. At the finish it was Green, Hill, Messer, Matheson and Steve Dalton.

Messer and Green led the pack off the line in the second moto, but Green took over the lead on the first lap. Green pulled away as Matheson and Rod Matthews battled for fourth place until Matheson stalled for a second and Matthews got by. Messer went down and Matheson took over second place. Hill began making his move toward the front, while Messer was knocked off the track but recovered and put on a charge to make it back up to third. Matthews had problems and dropped out of the race. It was Chuck Green, with no competition, who took the checkered flag first followed by Matheson, Hill and Dalton.

Results

JR MINI: 1. Richie Horton (Yam); 2. Patrick Green (Kaw); 3. Chris Carlson (Suz); 4. Jason Baldwin (Hon); 5. Robbie Horton (Yam).

SR MINI: 1. Ptrick Greer (Kaw); 2. Tilden Styron; 3. Jason Baldwin (Hon); 4. Chris Carlson (Suz); 5. Daniel Rich (Hon).

SCHBY: 1. Patrick Slate (Yam); 2. Tilden Styron; 3. Heath Stancil (Kaw); 4. Marshall Bishop (Suz); 5. Seth Norris (Kaw).

125 C: 1. Chuck Green (Hon); 2. David Hill (Yam); 3. Chad Matheson (Hon); 4. Chris Messer (Yam); 5. Steve Dalton (Suz).

125 B: 1. Rusty Coleman (Yam); 2. Ronnie Yarbro (Suz); 3. Thomas Inville (Suz); 4. Robert Wiliford (Hon).

125 A: 1. Jim Neese (Kaw); 2. Patrick Slate; 3. Kevin Bowles (Hon).

SR MEN: 1. Steve Genter; 2. Craig Collie; 3. Denis Hilton (Suz); 4. Stuart English (Suz); 5. Chris Brewer (Yam).

250/OPEN A: 1. Kevin Bowles (Hon); 2. William Finch (Hon).

250 AM: 1. Donny Graham (Hon); 2. Artie Murphy (Suz).

250 C: 1. Richard Burton (Hon); 2. Clifford Pierce (Hon); 3. Charles Dwyer (Kaw); 4. Bart Case (Kaw); 5. Charles Dyson (Kaw).

OPEN AM: 1. John Collie (Kaw); 2. Tim Julian (Kaw).

Davis wins three at Hallett Road Race

By Simone Janssen

HALLETT, OK, SEPT. 24

Dewayne Davis of Barling, Arkansas, had a field day by winning the Heavyweight Superbike, Unlimited Supersport and Heavyweight Supersport classes at the last round of the Hallett Road Race Series.

The second race of the day, Heavyweight Superbike, saw Trys Westby wheelie and stall his Honda on the starting line with Keith Brewer on a Suzuki GSXR750 getting the holeshot, followed by Robert Blevins on a GSXR750, Dewayne Davis on a Blevins Paint and Body/Westark Cycle/Lockhart-sponsored GSXR750, and Jim Sabin, also on a GSXR750. Davis took command of the race and led over Sabin and Westby, who had recovered from a poor start. Sabin picked up the pace and took the lead on lap seven with Westby falling back. Davis retook the lead and the two stayed wheel-to-wheel. As the checkered flag fell, it was Davis barely edging out Sabin with Westby holding third over Brewer and Blevins. Mike Sullivan won the Novice class over Darnell Darcy.

Unlimited Supersport found Brewer taking the lead at the start, only to be overtaken by Brad Peterson and Blevins at the end of lap one. Davis, overcoming a poor start, moved into second and began to close in on Peterson, taking over the lead on lap seven. Brewer, who got a good start and then fell off the pace, recovered and passed Blevins on the ninth lap. At the finish, Davis held on for the win over Peterson, with Brewer edging Blevins at the line. Again, Sullivan won the Novice class, this time over Doug Wilkerson.

Heavyweight Supersport and Heavyweight Supertwins ended the day of racing with Peterson once again getting the holeshot over Davis, Blevins and Brewer. Peterson continued to lead over Davis to the end of lap two, with Peterson losing the front end in turn 10. Davis inherited the lead, with Blevins holding second over Brewer and Ashley Peterson. Michael Tate was leading the Novice class over Mike Sullivan. Lap seven saw Peterson passing Blevins for third and Sullivan passing Tate. At the checkered flag it was Davis, winning his third race of the day, with Peterson putting in a fine ride to finish second over Brewer and Blevins. Tate won the Novice class over Sullivan and Greg McKinstry. Matt Greene won the Heavyweight Supertwins.

The sixth and final round of the K&N Yamaha Gold Cup Series saw K&N Racing's Phil and Sam McDonald come out on top, making it a perfect sixth win of the series.

Results

U/L GP: 1. Jim Sabin (Suz); 2. Tryg Westby (Hon); 3. Robert Blevins (Suz); 4. Brad Peterson (Suz); 5. Ashley Peterson (Suz).

M/W GP: 1. Tryg Westby (Hon); 2. Dan Ray (Yam); 3. Brian Hansen (Yam); 4. Donny Meadors (Hon); 5. Charles Inman (Hon).

L/W GP: 1. Brian Hansen (Yam); 2. Jim Mosley (Yam); 3. Jerry Perry (Hon); 4. Gene Zirger (Yam); 5. Danny Dominguez (Kaw).

U/L S/SPRT: 1. Dewayne Davis (Suz); 2. Brad Peterson (Suz); 3. Keith Brewer (Suz); 4. Robert Blevins (Suz); 5. Mike Sullivan (Yam).

H/W S/SPRT: 1. Dewayne Davis (Suz); 2. Ashley Peterson (Suz); 3. Keith Brewer (Suz); 4. Robert Blevins (Suz); 5. Michael Tate (Yam).

M/W S/SPRT: 1. Tryg Westby (Hon); 2. Michael Sullivan (Yam); 3. Donny Meadors (Hon); 4. Michael Tate (Yam); 5. Marty Coyne (Kaw).

L/W S/SPRT: 1. Jim Mosley (Yam); 2. Danny Dominguez (Kaw); 3. Chris Milan (Hon); 4. Mike Hartsell (Yam).

H/W S/BK: 1. Dewayne Davis (Suz); 2. Jim Sabin (Suz); 3. Tryg Westby (Hon); 4. Mike Sullivan (Yam); 5. Darnell Darcy (Yam).

M/W S/BK: 1. Brian Hansen (Yam); 2. Matt Greene (Yam); 3. Michael Tate (Yam); 4. Donny Meador (Hon); 5. Charles Inman (Hon).

L/W S/BK: 1. Jim Kiefer (Yam); 2. Matt Greene (Yam); 3. Danny Dominguez (Kaw); 4. Kevin LeGrande (Hon); 5. Ali Allen (Hon).

H/W S/TW: 1. Matt Greene (M-G); 2. Mike Reilly (Yam).

L/W S/TW: 1. Jerry Perry (Hon); 2. Chris Milan (Hon); 3. Guy Pointdexter (Yam).

ENDUR: 1. K&N Racing (Yam); 2. Romp and Stomp (Suz); 3. Team Excel (Suz); 4. Team Buzzy (Yam); 5. Time Bandits (Hon).

ENDUR O/A: 1. K&N Racing (120); 2. Team Smoke (66); 3. Team Excel (58); 4. Time Bandits (49); 5. Romp and Stomp (43).

Paggio plows MX of Marion County

By Gwen Millan

REDDICK, FL, SEPT. 24

The third round of the 6th Annual Florida Gold Cup Series started out good with 300 riders setting up for practice, but not long after the races were underway a cloud cover developed and soon after it was raining. It quickly saturated the already sodden ground, making for rough going for lots of riders.

Snagging the holeshot in the first 125cc Intermediate class moto was Ryan Dean, but he had Anthony Paggio as a shadow. In third was Josh Latina while fourth was a five man race as Lonny Bischoff, Randy Chum, Rob Cassube, Paul Cum and Bobby Moriaty fought for the spot. Throughout the moto it was slice and dice between Dean and Paggio swapping the lead several times. Latina held back waiting for a place to move but Cassube had gained ground and now was nudging him as the battle raged on in front. Noriarty came up to fifth and going strong. When the white flag made its debut Dean continued to hold off Paggio. Cassube made a smooth pass on Latina for third. In a last ditch effort Paggio was unable to take over the lead despite a gallant effort. Cassube held third while Latina was being seriously challenged by Chris Brown, who had worked his way up from the back of the pack. Time was out and the race ceased with positions holding.

By second moto it was Mud City and appeared to be more an endurance race than motocross. Paggio, Dean and Brown were tight off the start and it was any man's race as they wrestled out of the axle-deep mud. Moriarty had Vinny Carquillo trying to edge him out. Going underneath him in a turn Carquillo almost pulled it off but Moriarty slammed the door on him. Dean nipped Brown for second but Brown didn't back off and remained a strong contender until moto's end. On the last lap Cassube powered his way past Carquillo for fifth.

Results

P/W: 1. Tyler Shields (Yam); 2. Tyson Hasell (Yam); 3. Scott Perry (Yam); 4. Brad Dillon (Yam); 5. Jonathan Pereyo (Yam).

60: 1. Jarrett Tipping (Kaw); 2. Erik Waters (Kaw); 3. Mackenzie Perry (Kaw); 4. Joseph Haley (Kaw); 5. Jeremy Shuttleworth (Kaw).

85 7-11: 1. Jarrett Tipping (Yam); 2. Erik Waters (Kaw); 3. Kenneth Jones (Hon); 4. Christopher Buck (Kaw); 5. Joseph Haley (Kaw).

85 12-13: 1. Tony Haynes (Yam); 2. Kenny Yoho (Kaw); 3. Jonathan Burrell (Suz); 4. Tony Pocorobba; 5. Joel Gregor.

85 14-15: 1. Trey Snall (Kaw); 2. Mike Woodcock (Kaw); 3. Chris Brown (Kaw); 4. Brian Poggie (Kaw); 5. Steve Allred (Kaw).

WMN: 1. Beth Rewis (Kaw); 2. Catherine Priest (Kaw); 3. Laurie Hampshire (Yam); 4. Dean Joiner (Kaw).

125 A: 1. Fary Paul (Kaw); 2. Derek Youngblood (Hon); 3. Daryl Youngblood (Kaw); 4. Michael Jones (Hon); 5. Dave Gallager (Hon).

125 B: 1. Anthony Paggio (Kaw); 2. Ryan Dean (Hon); 3. Chris Brown (Hon); 4. Rob Cassube (Hon); 5. Bobby Horiarty (Suz).

125 C: 1. Bryan Harper (Hon); 2. Josh Hinson (Hon); 3. John Urban (Hon); 4. David Dunham (Hon); 5. Glenn Campbell (Yam).

125/250 BEG: 1. Rob Milks (Hon); 2. David Stutler (Kaw); 3. Kevin Davis (Hon); 4. Gregory Boyle (Hon); 5. Shane Adkins (Yam).

250/OPEN A: 1. John Collins (Hon); 2. Alan Andreu (Hon); 3. Ernie Millan (Hon); 4. Ricky Lee (Kaw); 5. Fred Vertucci (Suz).

250 B: 1. Anthony Paggio (Kaw); 2. Todd Gardner (Hon); 3. Alan Smith (Kaw); 4. Chris Brown (Hon); 5. Carey Jones (Hon).

250 C: 1. David Dunham (Hon); 2. Bryan Abel (Hon); 3. Edward Butler (Hon); 4. Mitchell Holestein (Hon); 5. Jerry Taylor (Hon).

25 PLUS: 1. Alan Andreu (Hon); 2. Joseph Cartier (Hon); 3. David Ellis (Hon); 4. Kevin Slidel (Hon); 5. Fred Vertucci (Suz).

SR: 1. Fred Vertucci (Suz); 2. David Ellis (Hon); 3. Steven Rojda (Yam); 4. Chip Galliano (Kaw).

S/SR: 1. Al Gardner (Hon); 2. Dick Raulerson (Hon); 3. Alfred Claisse (Hon); 4. York Somerville (Kaw); 5. Robert Godfrey (Hon).

OPEN NOV: 1. Todd Gardner (Hon); 2. William Hobson (Kaw); 3. Terry Chumbley (KTM); 4. Jesse MacDonald (Hon).

Coolbeth quick at New York TT Championship

By Pat Gamble

SCHENECTADY, NY, SEPT. 24

Once again Ken Coolbeth showed why he holds the number one plate in the 80cc class as there was no question from the start of the race that he would take the first place trophy home at the New York State Championship TT.

As usual in the 125cc Amateur class, he got off somewhere in midpack but worked his way up through and by the halfway mark took the lead. The race was between Tom Weiss, Joe Meier, Dave Daniele and Stan Nittiskie. This pack was tight with position changes throughout the course. Tom Weiss missed in the back hairpin and the pack left him behind.

In the 125cc Expert class the race was a battle for third between Bill Newkirk and Ken Dahlin. Jay Skidmore held first and Bob Weiss a clear second.

Robert Getty Jr. was not threatened in the 250cc Amateur class, taking the lead from the start. Meier, who took a second in the 125cc Amateur class, was chased by Will Adams. Dave Gamble controlled fourth and Will Warford hung on for the fifth spot.

Chris Wnuk and Ben Saglembeni were duking it out for the lead from the start in the Open Amateur class. It was over for both, however, when they collided in the first hairpin. Will Adams took the advantage. He

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Terry Cunningham	Kaw 125cc	GOLD
Jeff Fredette	Kaw 125cc	GOLD
Kurt Hough	Kaw 250cc	GOLD
Jeff Russell	Yam 250cc	GOLD
Dave Bertram	Suz 500cc	GOLD

The 1989 U.S. Junior World Team Medalists

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Fred Hoess	Kaw 250cc	GOLD
Randy Hawkins	Suz 250cc	GOLD
Todd Harris	Hon 350cc	SILVER

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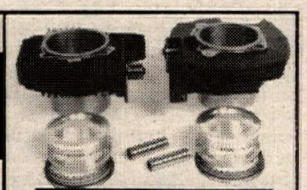

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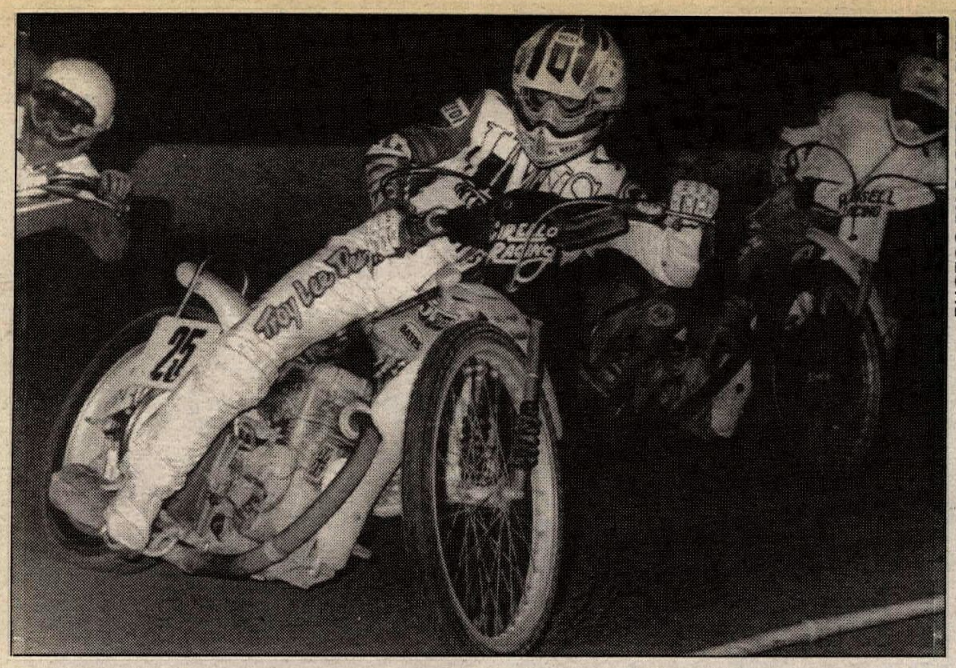

PHOTOS BY SCOTT DALOISIO

Phil Collins closed out Ascot South Bay Stadium's speedway season with a win in the Scratch main, his 11th of the season.

was followed by Getty, while Moraski stayed on the track to take a third.

The Open Expert class was the main event of the day. George Price finished first as he did in the 250cc Expert class, but pushed hard waiting for Price to slip up, but it didn't happen. Duane Veeder ran fourth and tried the high line coming into the first corner, got in the fluff and was passed underneath by Conrad Parshall and Brian Tillson. The battle continued for Veeder when Craig Estelle moved into play.

Results

60: 1. Aaron Creamer (Kaw).
80: 1. Ken Coolbeth (Kaw); 2. Morgan Coolbeth (Kaw); 3. Aaron Creamer (Yam); 4. Jason Fuller (Yam); 5. Jarvis Hoag (Hon).
SR B: 1. Peter DeSantis (Kaw); 2. Dave Gamble (Hon); 3. Joe Gould (Hon); 4. Jerome Hoag (Hon).
SR A: 1. Jay Skidmore (W-R); 2. Gary Neal (Hon).
125 AM: 1. Ken Coolbeth (Kaw); 2. Joe Meier (Hon); 3. Dave Daniele (Hon); 4. Stan Nittiskie (Hon); 5. Dave Gamble (Hon).
125 EX: 1. Jay Skidmore (Hon); 2. Robert Weiss (Hon); 3. Bill Newkirk (Hon); 4. Ken Dahlin (Hon); 5. Steve Aldi (Yam).
250 AM: 1. Robert Getty Jr. (Suz); 2. Joe Meier (Hon); 3. Will Adams (Hon); 4. Dave Gamble (Hon); 5. Will Warford (Yam).
250 EX: 1. George Price (Yam); 2. Duane Veeder (Hon); 3. Craig Estelle (Hon); 4. Robert Weiss (Hon); 5. Ken Dahlin (Hon).
OPEN AM: 1. Will Adams (W-R); 2. Robert Getty Jr. (W-R); 3. Doug Moraski (H-D); 4. Mike Clark (Hon); 5. Justin Coolbeth (Yam).
OPEN EX: 1. George Price (W-R); 2. Jay Skidmore (W-R); 3. Conrad Parshall (H-D): 4. Brian Tillson (W-R); 5. Craig Estelle (W-R).

Vertucci blazes Hyman Myers MX

By Gwen Millan

TALLAHASSE, FL, SEPT. 17

The second round of the 6th Annual Florida Gold Cup saw close to 300 riders at Hyman Myers Speedway to complete in the World-Sports AMA State Championship points paying series.

The Senior class looked like anything but an "Old Timer's class" as David Ellis launched into an early lead in the first moto, he was closely followed by Fred Vertucci while third and fourth was a toss up between Jeffery Hughs and Dave Wagoner. Biding his time in fifth was Roger Ambs.

In just a short time Vertucci blazed a trail that earned him first place by lap two despite Ellis trying to dodge him. All held snug until the last lap as positions spread out. Vertucci grabbed the checkered with a lapped rider between him and Ellis. Hughes was in Ellis' shadows while Wagoner and Ambs gave chase but settled for fourth and fifth.

The second moto saw Robert Aber the man to beat with Woody Strickland being seriously challenged by Ambs, who had Wagoner and Vertucci dogging him. Vertucci's bad start didn't phase him at all as he moved from fifth to first in less than a lap. Ellis conquered both Aber and Strickland and set his sights on Vertucci, but Vertucci held on to first and first overall. Ellis, Aber, Strickland and Wagoner followed Vertucci across the line.

In the Super Senior class Al Gardner stormed the first turn with Charles Lehing and George Small both knocking on his door. Back a short distance Alfred Claisse and Johnnie Raulerson were close enough to pull teeth. Raulerson took some pretty wild lines but they paid off as Small dropped back. Buck Dale also upseated Claisse. Robert Godfrey moved up to third halfway through the moto. Gardner had a smooth finish while Godfrey moved up another notch to claim second over Raulerson and Dale.

Gardner and Godfrey took command in moto two while Lehing and Small fought for third and Raulerson was biding his time in fifth. By the second lap Raulerson passed Small then edged Lehing out next and pushed Godfrey hard. Godfrey held him off for second as Gardner took a double moto win.

Results

P/W: 1. Aaron Lindsey (Yam); 2. Scott Perry (Yam); 3. Tyler Shields (Yam); 4. Jonathan Perey (Yam); 5. John Gillespie (Suz).
60: 1. Ricky Carmichael (Kaw); 2. Jarrett Tipping (Kaw); 3. Eric Waters (Kaw); 4. Eric Quick (Kaw); 5. Aaron Lindsey (Kaw).
80 7-11: 1. Jarrett Tipping (Yam); 2. Kenneth Jones (Hon); 3. Eric Waters (Kaw); 4. Chris Buck (Kaw); 5. Matt Walker (Kaw).
80 12-13: 1. Kevin Windham (Kaw); 2. Tony Haynes (Yam); 3. Jeffery Easley (Kaw); 4. Jason Grier (Suz); 5. Andrew Despain (Hon).
125 A: 1. Derek Youngblood (Hon); 2. Chad Montero (Hon); 3. Justin Jackson (Hon); 4. Michael Jones (Hon); 5. Dave Gallagher (Hon).
125 B: 1. Ryan Dean (Hon); 2. Bret Beauchamp (Kaw); 3. Chris Brolon (Hon); 4. Lonny Bischoff (Hon); 5. Travis Blackburn (Kaw).
125 C: 1. Glenn Campbell (Yam); 2. Josh Hinson (Hon); 3. Joe Pearce (Hon); 4. Scott Stephens (Kaw); 5. Kevin Lampe (Hon).
250 A: 1. John Collins (Hon); 2. Alan Andreu (Hon); 3. Earl May (Hon); 4. Jeff Lampe (Hon); 5. Ricky Lee (Kaw).
250 C: 1. Scott Skrove (Hon); 2. Shaun Smith (Yam); 3. Chris Harbin (Hon); 4. Jerry Taylor (Hon); 5. Don Pataky (Suz).
OPEN NOV: 1. Todd Gardner (Hon); 2. Charles Thompson (Hon); 3. Steve Decker (Hon); 4. John Gillespie (Hon); 5. Jimi Herring (Yam).
SR: 1. Fred Vertucci (Suz); 2. David Ellis (Hon); 3. Robert Aber (Hon); 4. Dave Wagner (Yam); 5. Roger Ambs (Yam).
S/SR: 1. Al Gardner (Hon); 2. Robert Godfrey (Hon); 3. Johnnie Raulerson (Hon); 4. Charles Lehing (Hon); 5. John Kitsch (Yam).
25+: 1. Earl May (Hon); 2. Alan Andreu (Hon); 3. Joseph Carter (Hon); 4. Kevin Seiell (Hon); 5. Steve Rayborn (Suz).
125/250 BEG: 1. David Stutler (Kaw); 2. Dan Nichols (Hon); 3. Troy Pfost (Kaw); 4. Alvin Davis (Hon); 5. Allen Kandrog (Hon).

Collins again at Ascot South Bay Speedway

By Scott Daloisio

GARDENA, CA, SEPT. 21

British-born Phil Collins closed Ascot South Bay Stadium's season in fine style by winning his 11th Scratch main of the year on Gardena soil.

Mike Faria, determined to take the last regular Scratch main of the campaign at Ascot, went into the first corner trading elbows with Collins. It was a game fight by Faria, but Collins beat him off the second corner and assumed command of the point position. By the end of the opening lap, Faria had dropped all the way to third as young Billy Hamill rocketed by and set after Collins.

On every track except Ascot, smart money would be placed on the lightning-quick Hamill, but at Ascot, no chance! Collins has the track wired. Once he placed the Integrated Micro Systems/Rovazinni Electric/JT Racing/Castrol/Troy Lee Design Weslake into the lead, the race was over. Hamill never gave up, but when Roy Ketting waved the checkered flag, Hamill was a distant second to Collins. Faria finished third with Scott Brant, who dropped out with motor problems, fourth.

Team Blaze Racing USA's Steve Furman passed early leader Billy Gray on the opening circuit of the eight-lap Handicap main. Furman, riding faster than he ever has in his five-year career, immediately moved out and built up a comfortable lead. He needed it, as before the first lap came to a roaring conclusion, Hamill and Faria were situated in third and fourth.

Randy Beddow bobbled near the end of the first circuit, and went from second to last. That moved Hamill and Faria to second and third. Gray took a seat in turn two the second time around and he joined Beddow at the back of the eight-rider field.

Collins had to start on the 70-yard line due to his recent prosperity at South Bay Stadium. He finished the event on the infield as his machine gave up the ghost. Before the race was over, he was joined on center green by Faria, Gray and Furman.

Furman joined the infield spectators at a very inopportune time. He had a commanding lead, but as he came off turn two the fifth time, he smacked the back straight wall. That

Mark Dwyer won the Legends A main at Costa Mesa.

put Hamill and his Monrovia Diesel/Great White Limousine/Mesa Muffler/STP/Quaker State Weslake into the lead.

Seconds before Faria joined the infield spectators, Schwartz motored by him for second. It was too late for the "Boogaloo Kid" to catch the streaking Hamill and he had to be content with second. Ed Castro and Beddow, the only other finishers out of the original eight, took third and fourth.

Steve Stanton and Tom Tufts warmed up for the first-ever California State Sidecar Championship (two nights later at IMS) by winning the six-lap Sidecar main. New Zealand's Craig Dempster and Peter Lewis finished second. Both of the lead teams were mounted on Kawasakis.

Funny Car mechanic Bobby Stillwell took the Stillwell Trucking Weslake to the Division Two main event win.

Results

SCRATCH: 1. Phil Collins (Wes); 2. Billy Hamill (Wes); 3. Mike Faria (Gdn); 4. Scott Brant (Jaw).
HDCP: 1. Billy Hamill (Wes); 2. Bobby Schwartz (Wes); 3. Ed Castro (Wes); 4. Randy Beddow (Gdn).
D-2: 1. Bobby Stillwell (Wes); 2. Mark Faul (Wes); 3. Randy Skinner (Wes); 4. Jeff Hoyt (Wes).
D-3: 1. Mark Powers (Gdn); 2. Rudy Maresca (Jaw); 3. Bud Carroll (Wes); 4. Jerry Morehead (Wes).
SDCAR: 1. Steve Stanton/Tom Tufts (Kaw); 2. Craig Dempster/Peter Lewis (Kaw); 3. Ken Ohrt/Doug Whitson (H-D).

Legends of Speedway return to Costa Mesa

By Scott Daloisio

COSTA MESA, CA, SEPT. 22

Speedway legends from the past returned to the Orange County Fairgrounds for a special evening of racing Friday night. Bruce Penhall, Ron Preston, "Slidin'" Sonny Nutter and Dave Sims were just a few of the famous names added to the weekly program.

Penhall, the two-time World Champion, took on Preston, the 1979 Under-21 World Champion, in a series of Match races. When the dust cleared, Penhall edged Preston 2-1 in the best-of-three match. The result was the same in the other match race series with Sims beating Nutter.

In the Legends of Speedway A main, Riverside, California's Mark Dwyer took the win for the second year in a row. Billy Meister, Jay Gianetti and Steve Nutter followed Dwyer home.

In the three other Legends of Speedway mains (B,C and D), Tom Burba, *Cycle News* graphic artist Jimmie O'Dell and Dubb Ferrell won the trophies.

One of the highlights of the Legends portion of the show was the return of crowd favorite "Tumbleweed" Walton. It was Walton's first appearance back at the track he never won on and it did not last long. In his heat, he hooked up in the outside dirt in turn one and hit the turn two wall with the throttle wide open. The wall scored a knock-out as Walton's bike was D.O.A. Walton was shaken up and later took a trip to the local "Crash House" for observation.

In regular racing, longtime veteran Alan "Crazy" Christian shook off the mechanical gremlins that have plagued him in recent weeks and won the Scratch main. The first time they tried to run the main, Jim Sisemore tagged Christian's rear tire as they exited turn two and they went down in a spectacular heap along with innocent bystander Ed Castro. Phil Collins managed to weave his way through the flying bikes and bodies.

Once the race restarted, it was all Christian. He placed the STP/Cody Racing/FOX/Troy Lee Design/Bell Helmets Jawa into the lead and set the tempo all the way. Collins gave Christian a battle and finished second. Third went to Castro with Sisemore, after borrowing a bike from Kelcey Gordon, pulling out and finishing fourth.

Kevin Jordan qualified for a spot in the eight-lap Handicap main. It was the first time that Jordan made the main at Costa Mesa all season long, and it was the last main of the year. It was a good move as Jordan, like Christian, led all the way on his Sunscreen Window Tinting/Rosa Maria's Drive In/Oury Grips/K&N-sponsored Weslake. Louis Kossuth, coming back after a two-month retirement, fought off the consistent challenges of Shawn McConnell and his X-rated helmet to finish second.

Results

SCRATCH: 1. Alan Christian (Jaw); 2. Phil Collins (Wes); 3. Ed Castro (Wes); 4. Jim Sisemore (Wes).
HDCP: 1. Kevin Jordan (Wes); 2. Louis Kossuth (GM); 3. Shawn McConnell (Wes); 4. Ed Castro (Wes).
LEGENDS MATCH 1: 1. Bruce Penhall; 2. Ron Preston.
LEGENDS MATCH 2: 1. Dave Sims; 2. Sonny Nutter.
LEGENDS A: 1. Mark Dwyer; 2. Billy Meister; 3. Jay Gianetti; 4. Steve Nutter.
LEGENDS B: 1. Tom Burba; 2. Mike Mazzacane; 3. Gene Woods; 4. Mike Dwyer.
LEGENDS C: 1. Jimmie O'Dell; 2. Jeff Tomlin; 3. Joey Donaldson; 4. Dean York.
LEGENDS D: 1. Dubb Ferrell; 2. Jan Ballard.

Wallace wins two at Orleans MX

By Jesse Wessels

ORLEANS, NE, SEPT. 17

Ron Wallace took the 125 and 250cc A class overall wins at Orleans MX, but was pressured all day by Jeff Bargell. Bargell took his share of the cash by sweeping the Over 30 class despite running in six motos for the day.

Mini rider Tracy Kellogg shocked the 125cc B riders by borrowing a bike and proceeding to claim first place.

The 125cc class may have proved Kelloggs' undoing, however, as he bailed off in the Mini A class final moto and Pete Hazlitt flew unchallenged to the checkered flag.

The Sportsman class proved a treat to watch as Glenn Weinman was back astride a bike after a 10-year absence. He wrestled the unfamiliar bike and came to ninth the first moto, but found his stride to take first the second time around.

Results

MINI A: 1. Pete Hazelitt (Kaw); 2. Tracy Kellogg (Hon).
MINI B: 1.Scott Doelry (Kaw); 2. Travis Esslinger (Kaw); 3. Trent Hansen (Hon); 4. Brad Brase (Kaw).
125 A: 1. Ron Wallace (Hon); 2. Jeff Bargell (Kaw); 3. Tim Arnold (Hon); 4. James Puls (Hon).
125 B: 1. Tracy Kellogg (Hon); 2. Jason Dietz (Hon); 3. Seth McClain (Hon); 4. Jim Hynek (Yam); 5. Brian Stevens (Kaw).
250 A: 1. Ron Wallace (Hon); 2. Jeff Bargell (Kaw); 3.Jesse Wessels (Yam); 4. Tim Arnold (Hon); 5. Greg Driewer (Hon).
250 B: 1. Kelly Winkelbaur (Hon); 2. Rhett Tripe (Kaw); 3. Tim Uden (Hon); 4. Paul Chapman (Kaw); 5. Mike Lans (Hon); 6. Scott Jochum (Hon).
OPEN: 1. Kyle Stickelman (Kaw); 2. Randy Driewer (ATK); 3. Terry Dietz (Hon).
OVER 30: 1. Jeff Bargell (Kaw); 2. Jesse Wessels (Yam); 3. Greg Driewer (Hon); 4. Gary Gibbs (Yam).
SPTSMN: 1. Bill Cappel (Hon); 2. Mike Matson (Yam); 3. Jon Goffey (Hon); 4. James Shiers (Kaw); 5. Glenn Wienman (Kaw).

Benton shines at L.A. County night MX

By Richard D. Thompson

PALMDALE, CA, SEPT. 15

Greg Benton won both motos to top the Plus 30 Veterans class at the California Racing Club's night motocross at Los Angeles County Raceway.

Art Dart took off like a bat out of hell at the start of moto one with Greg Benton and Karel Kramer tossing dirt trying to catch up. By the third lap of the eight-lap race, Benton had successfully passed Dart. Kramer, after moving into contention for second, started to pressure Dart and threaten his position. Benton, content with his lead, continued to move away from the other two.

Kramer and Dart began dicing through the whoops and ran side-by-side in a few of the tougher spots on the course. Kramer moved right up on Dart, but Dart held fast. Towards the end of the race, Kramer finally passed Dart for second.

In the end it was Benton taking the win with Kramer and Dart following in second and third, respectively.

The second moto was almost identical to the first. Once again it was Benton, Dart and Kramer dicing for the lead. The old guys were out to prove that they were young at heart.

Dart took the lead at the start and Benton was once again chasing him, with Kramer holding third. Before long, Benton passed Dart. Dart then had Kramer on his tail. Eventually, Kramer took second and Dart fell back. Benton took his second win of the night.

"It was a fast track," said Benton. "The competition was tough. Friday night racing is great, considering that I just moved close by in Acton (California)."

In the 80cc class, David Evilsizer showed the others what winning was all about. Having just moved up to the Novice class, some were not sure Evilsizer would do so well. But contrary to their beliefs, he did well, taking the win in both the motos. Jimmy Lavorei grabbed second and Scott Johnson claimed third.

Results

80 BEG: 1. Jim Burtin (Hon); 2. Shaun Perolio (Kaw); 3. Jason Selsor (Hon); 4. Matt Clemens (Suz).
80 NOV: 1. David Evilsizer (Suz); 2. Jimmy Lavorei (Yam); 3. Scott Johnson; 4. Bobby Killian (Yam).
JR VET BEG: 1. Wade Carley (Hon); 2. Forest Wasson (Kaw); 3. Chris Fair (Kaw); 4. David Mullen (Suz).
JR VET NOV: 1. Dennis Jacobson (Hon); 2. Mike McCarley (Hon); 3. Dean Jennings (Kaw); 4. Ron Hopfeld (Hon); 5. Jeff W. Frey (Hon).
JR VET INT: 1. Karl Allen (Hon); 2. Steve Kotsinadelis (Cag); 3. Eric Selder (Hon).
JR VET EX: 1. John Rudder (Cag).
125 BEG: 1. David Evilsizer (Suz); 2. Mark Allen (Kaw);

3. Brent Greer (Suz); 4. Mark Couch (Kaw); 5. Mike Gray (Kaw).
125 NOV: 1. Colin Couto (Hon); 2. Ron Stewart (Hon); 3. Mark Vandewalle; 4. Humberlo Baca (Suz); 5. Robin Hall (Hon).
125 PRO: 1. Tim Telford (Suz); 2. Ryan Carlisle (Kaw).
250 BEG: 1. Chris Kurtis (Suz); 2. Abie Laie Jr. (Kaw); 3. David Ochoa (Yam); 4. Greg Clark (Yam); 5. Peter J. Yauri (Hon).
250 NOV: 1. Byron Greene (Yam); 2. Chuck Dempsey (Hon); 3. Mike Blair (Kaw); 4. Bryan Roberts (Kaw); 5. Rick Sottile (Hon).
250 INT: 1. Robbie Dunham (Yam); 2. John Rudder (Cag).
500 BEG: 1. David Perc (Hon); 2. Steve Reeves (ATK); 3. Jason Neal (Hon); 4. James Baker (Yam); 3. Don Demyan (Hon)
500 NOV: 1. Karl Allen (Hon); 2. Brian Curry (Kaw); 3. Larry Erisman (Hon); 4. Ken Miller (ATK); 5. Rob Wise (Hon).
500 PRO: 1. Troy Welty (Hon).
SR EX: 1. David Rogers; 2. Steve Dunlap (Suz).
VET BEG: 1. Mitch Banks (Hon); 2. Herb Allen (Kaw); 3. Michael Haines (Yam); 4. Joe Silva Jr. (Hon); 5. John Flanders (Hon).
VET NOV: 1. Bret Greening (Kaw); 2. Tim Flanigan (Kaw); 3. Kelly Gray (Yam); 4. Dusty Rode; 5. Bob Dunahm (Yam).
VET INT: 1. Greg Benton (Suz); 2. Karel Kramer (Hon); 3. Art Dart (Hon).

Emig, Schmit top dogs at Hot Dog Shoot-Out MX

By JVB

COLUMBIA, MO, SEPT. 9-10

Jeff Emig and Donny Schmit took home the winners' share of the $5000 purse at the 6th Annual MXP Hot Dog Shoot-Out held at Finger Lakes State Park. The track personnel had to work some of their magic to get the event underway as heavy rain Friday night left the track extremely muddy. MXP brought in a third bulldozer, added to the two already available from the state of Missouri, and by 12:30 Saturday the track was ready.

The 125 and 250cc Expert classes were packed with some of the top riders from 10 states. The first 250cc moto was a wire-to-wire win for Jeff Emig from Kansas City, Kansas. Dennis Hawthorne ran second after coming from a seventh-place start. Third went to Bill Fosnock, fourth to Mike Stahlman and fifth to Mike Boston.

Moto two was a repeat for Emig, going wire-to-wire for his second 250cc moto win, with second being taken over by a different player — Donny Schmit, who had clutch trouble in moto one. Schmit started sixth and moved up, but could not catch Emig and had to settle for second place. Dennis Hawthorne held third, Roy Schellenberger fourth.

Moto three started with Dennis Hawthorne getting the holeshot. At the end of the first lap it was Hawthorne, Schmit, Mike Boston, Emig and Stahlman. On the second lap, Emig got past Boston. Schellenberger moved ahead of Boston into fifth on lap three. Schmit also made his move into the lead. Just behind the leaders, the racing was intense for sixth through 10th. Among those in the heat of the battle, were Beckington, Halstead, Jason Young and Bill Fosnock. At the end it was Schmit taking the win, with Emig second, Hawthorne third, Stahlman fourth and Schellenberger fifth. With a 1-1-2 finish, Emig was the 250cc Expert overall winner.

The 125cc Expert had 37 entries. The first moto saw Emig with the holeshot again. He kept his GER Kawasaki KX125 out front for the win. The battle for second through sixth saw Donny Schmit work his way from an eighth-place start to second. John Kitsch rode his TUF Suzuki RM125 to a solid third, Stahlman was fourth and Hawthorne fifth.

Moto two had local favorite Jeff Schumacher leading at the end of lap one with Schmit, Emig, Young, Fosnock and Hawthorne close behind. On lap two, Schmit passed Schmacher for the lead. At the end, it was Schmit, Emig, Hawthorne, Fosnock and Schumacher.

In moto three, Dennis Hawthorne put his KX up front followed by Emig, Schmit, Fosnock, Stahlman and Beckington. Lap two remained the same, but on lap three Donny Schmit made a couple of big-league passes going around Emig and Hawthorne into first place. At the end of moto three, it was Schmit, Emig, Hawthorne, Fosnock and Beckington. That gave Schmit the overall with a 2-1-1 to Emig's 1-2-2.

Kitsch provided one of the most exciting feats of the weekend when he was the first rider to jump his TUF-sponsored Suzuki over a triple never before made. It now has officially been named the "John Kitsch III Triple."

Results

Jeffrey Helfrich (Yam); 2. Keith Poole (Yam); 3. Eric Floerchinger (Suz); 4. Gregory Pursley (Yam); 5. Gregory Pursley (Yam).
80 BEG: 1. Jon Miller (Kaw); 2. Tony Wenck (Kaw); 3. Johnny Mueller (Hon); 4. Richard Jesse (Hon); 5. Kent York (Suz).
60: 1. Brian Stone (Kaw).
80 B: Andy Bowyer (Kaw); 2. Jason Kellogg (Hon); 3. Richard Anderson (Hon); 4. Jimmy Wilson (Suz); 5. Jody Steward (Kaw).
80 A: 1. Mack VanderBeek (kaw); 2. Kyle Jolley (Kaw); 3. Andy Hendrickson (Suz); 4. Donnie Steward (Kaw); 5. Chase Greening (Hon).
BEG: 1. Tim Hughes (Suz); 2. Mark Stice (Suz); 3. Larry Handshy (Yam); 4. Tim Johnson (Suz); 5. Ted Dunham (Yam).
125 NOV: 1. Kyle Jolley (Kaw); 2. Johnny Wilhite (Yam); 3. Craig Hope (Kaw); 4. Chris Hunter (Kaw); 5. Doug Stone (Kaw).
125 INT: 1. Ben Heibel (Kaw); 2. Kirk Payne (Kaw); 3. Dan Albright (Kaw); 4. Doug Schumacher (Hon); 5. Doug Finney (Kaw).
125 OPEN: 1. Ben Heibel (Kaw); 2. Doug Schumacher (Hon); 3. Kevin Kolka (Kaw); 4. Andy Hendrickson (Suz); 5. Keith Lewandowski (Suz).
125 EX: 1. Donny Schmit (Hon); 2. Jeff Emig (Kaw); 3. Dennis Hawthorne; 4. John Kitsch III; 5. Jeff Schumacher.
250 NOV: 1. Chris Hunter (Kaw); 2. Brian Lackey (Kaw); 3. James Crawford (Yam); 4. Ferdinand Aut (Kaw); 5. Don Froehlich (Kaw).
250 INT: 1. Brent Quellette (Kaw); 2. Larry Yeager (Yam); 3. Craig Noack (Kaw); 4. Rick Bienias (Hon); 5. Chris Parks (Suz).

PHOTO BY ROLFE OTTERNESS

Brandon Backes won the Mini Senior class at Spring Creek MX.

250 OPEN: 1. Larry Yeager (Yam); 2. Rick Bienias (Hon); 3. Scott Cripps (Hon); 4. John Dixon (Hon); 5. Larry Handshy (Yam).
SR: 1. Mark Greenley (Hon); 2. Ronald Downen (TUF); 3. Dennis Pollard (Kaw); 4. Kevin Poole (Suz); 5. Terry Chumbley (KTM).
ENDR: 1. John Pursley (Kaw); 2. Ronald Conner (Hus).
OPEN TROPHY: 1. Wayne Brooks (Kaw); 2. Todd Ramsey (Hon); 3. Mark Mitchell (Kaw); 4. Craig Baldus (Hus); 5. Terry Chumbley (KTM).
250 EX: 1. Jeff Emig (Kaw); 2. Dennis Hawthorne; 3. Mike Stahlman; 4. Bill Fosnock; 5. Roy Schellenberger.

Riley reels in wins at Spring Creek MX

By Rolfe Otterness

MILLVILLE, MN, SEPT. 17

Pat Riley aced both the 125 and 250cc A classes at John Martin's Spring Creek Park motocross track.

In the first 125cc A moto Donny Schmit roosted into the lead with Robbie Engstrom and Riley in tow. Schmit cruised away for the win, with Engstrom falling short of his pace. Riley and Jeff Colbert circulated for third and fourth.

Schmit's Pro Circuit-powered bike catapulted him into the lead in the second moto and he did another disappearing act. Engstrom crashed early on the first lap and never recovered. Riley had to fend off the challenge mounted by Cory Keeney in order to take the official win behind pro rider Schmit. Tim Bartylla ran well to take third amateur and secure second overall.

The first 250cc A moto was the best of the day. As Engstrom led the pack through the first turn sweeper Schmit was forced into the fence to avoid a pileup. He charged after the pack after losing 15 seconds but was up to 23rd at the end of the first lap. Engstrom set a rapid pace out front with Brian Fern and Riley disputing second. Engstrom built what seemed an insurmountable lead by the time Schmit sliced his way to second at the end of the fourth lap. Schmit continued to gain ground and just before the white flag he saw Engstrom going down the hill near the finish line. While going up the hill wide open in third gear one-handed he pointed at Engstrom to let him know he was in trouble. Then he made up an eight-second deficit on the final lap, and took the lead as Engstrom slid out near the end of the race. Engstrom was up quickly to take the Amateur class win ahead of a charging Chris Bensen and Chad Winecke. John Niemi and Jay Hoenk were next across the line.

Riley led a battle between Chris Hughes and Engstrom in the second moto. Schmit threaded his 125 through traffic to lead one lap, then eased off to let Riley take the checkered. Hughes held off Engstrom until the last lap, but had to settle for third. Fern and Jack Lane trailed Hughes at the line.

Results

125 YTH: 1. Cory Keeney; 2. Brandon Backes; 3. Scott Johnson.
OVER 25: 1. Jeff Sorensen; 2. John Niemi; 3. Jack Lane.
SR C: 1. Brad Weichelt; 2. Kevin McNamara; 3. A.J. Kazlauskas.
SR A: 1. Brian Carney; 2. Dan Zelazny; 3. Jim Olson.
SR OVER 40: 1. Jerry Becker; 2. Larry Noble; 3. Marlon Illg.
P/W: 1. Shelly Kann; 2. Lance Cunningham; 3. Ryan Broughton.
MINI JR: 1. Tim Pospisil; 2. Ryan Smolach; 3. Dustin Noble.
MINI SR: 1. Brandon Backes; 2. Mike Atkinson; 3. Jim Povolny.
125 C D-1: 1. Lawrence Beauchamp; 2. Perry Wolff; 3. Alan Roscoe.
125 C D-2: 1. Mike Atkinson; 2. Mark Gregor; 3. David Weyland.
125 B: 1. Jason Kempel; 2. Mike Wiedmeyer; 3. Mike Lemke.
125 A: 1. Pat Riley; 2. Tim Bartylla; 3. Richard Riehm.
250 C D-1: 1. Greg Kalis; 2. Chris Schule; 3. Scott Waletzko.
250 C D-2: 1. Mark Gregor; 2. David Campton; 3. Brandon Stovern.
250 B: 1. Steve Milverstedt; 2. Steve Eberly; 3. Kevin Nolan.
250 A: 1. Pat Riley; 2. Robbie Engstrom; 3. Chris Bense.
OPEN C: 1.Mark Smilanich; 2. Brent Herber; 3. David Jendro.
OPEN A: 1. Chris Bense; 2. Jay Hoenk; 3. Jeff Sorensen.

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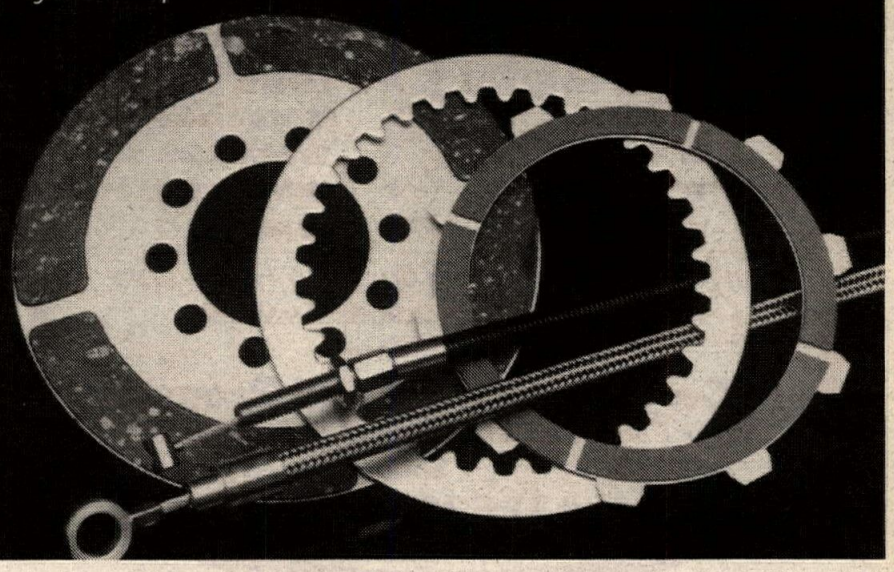

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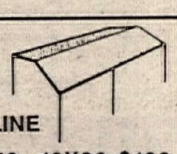

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PHOTO BY TOM BREWER

Tom Kipp (16) rode his Wiseco Yamaha Superbike to the win in the 100-Kilometer Solo Endurance race at Michigan's Grattan Raceway.

Stewert sizzles at Dade City MX

By Scott Shepherd

DADE CITY, FL, SEPT. 16

Kawasaki-mounted James Stewert, sponsored by Kawasaki-Suzuki of Lake Wales, Florida, rode hard and smart to take an overall Open Amateur win with 2-1 moto finishes.

The first moto Open Amateur holeshot leader was Honda rider Jack Caffee. BG/Cahills Yamaha rider Ricky Hampshire and Stewert were second and third off the line. Stewert took over the second spot when Hampshire spun out in a turn before the back straight. They held those positions through the first lap. Bobby Proulx rounded out the top four on a Yamaha. Hampshire wanted second place from Stewert and challenged several times, passing him coming out of the hairpin turn before the front straightaway at the halfway point of the race. Hampshire gained ground on Caffee, and came within 15 yards on the fourth lap. As the leaders moved into lapped traffic, Caffee took a wide outside line and Hampshire went inside. Hampshire emerged as the leader out of the turn when Caffee fell down. It was Hampshire, Stewert, Proulx, and Vintage ace, Yamaha rider Ed Garlin, with the top-four positions at the checkered.

Hampshire and Stewert jumped off the line together during the second Open Amateur moto. Proulx went wide into the first turn for the third spot. Early in the first lap, Stewert took over the lead and Caffee moved into third. Hampshire again lost in the hairpin turn. Stewert, riding with renewed confidence, churned up a 30-yard lead over new second-place man Proulx by the third lap. Caffee was holding down third while Honda rider Eddie Sanderson moved into fourth spot. Caffee mounted a good charge on Proulx on the fifth lap, but could not get around him, and they finished in those positions.

Yamaha rider Steven Blakely grabbed the first moto Open Money class holeshot and led to the first turn. Yamaha rider Donnie Delgado went wide and shot around him for the lead coming out of the dropoff. At the end of the first lap, Delgado built a sizeable lead on second-place Blakely. Fred Vanwagoner, also on a Yamaha, was in third. A good battle was brewing for the second spot as Vanwagoner and Kawasaki rider Gary Paul continuously challenged Blakely. Paul was passing Vanwagoner in the corners, but Vanwagoner's Yamaha would pull him down down the straightaways. Vanwagoner finally got around Blakely on the sixth lap. At the checkered flag, it was Delgado with the win over Vanwagoner. Blakely was third and Paul finished fourth after charging hard from a fourth-lap bobble which dropped him back to last place.

Vanwagoner took the second moto holeshot but was beat out of the first turn by Delgado. Blakely, Hampshire, and Honda rider Bob Somerville rounded out the top-four riders. Hampshire endoed, but resumed the race at a much slower pace. By the fourth lap Delgado and Vanwagoner built a lead on the rest of the pack. Vanwagoner moved into the lead when Delgado fell to second on the last lap. At the finish it was Vanwagoner, Delgado, Blakely, and Sommerville.

Results

P/W 2 WH: 1. Kenny Burkholder (Yam); 2. Josh Lustic (Yam); 3. Chaz Northey (Yam).
0-60 AM: 1. Jarrett Tipping (Kaw); 2. Erik Waters (Kaw); 3. Jason Little (Kaw).
0-60 NOV: 1. Shawn Beal (Kaw); 2. Jeremiah Doctor (Kaw); 3. Tommy Bragg (Hon).
80 A: 1. Kenny Yoho (Kaw).
80 B: 1. Jarrett Tipping (Yam); 2. Brad Lustic (Suz); 3. David Sanderson (Hon); 4. Tony Pocorobba (Hon).
80 C: 1. Jody Cape (Suz); 2. Erik Waters (Kaw); 3. Vinny Hopper (Suz); 4. Dan Tipton (Yam); 5. Bobby Maddock (Yam).
80 BEG: 1. Jeff Ponkey (Kaw); 2. Michael Hallel (Kaw); 3. Joshua Kielty (Yam); 4. Shane Harrison (Kaw); 5. Brian Hansen (Hon).
100 S/MINI: 1. Kenny Yoho (Kaw); 2. David Sanderson (Hon).
125 A: 1. Gary Paul (Kaw); 2. Donnie Delgado (Yam).
125 B: 1. John Lauvine (Hon); 2. Shawn Caputo (Yam); 3. David Sanderson (Hon); 4. Eddie Sanderson (Hon); 5. Rob Britton (Hon).
125 C: 1. Tim Hafke (Kaw); 2. Bobby Proulx (Yam); 3. J.R. White (Hon); 4. Billy Brooks (Kaw); 5. Brian Merrick (Kaw).
125 BEG: 1. Roy Camp (Yam); 2. Roy Pierce (Hon); 3. John Kay (Yam); 4. Joey Cunningham (Hon); 5. Keith Hart (Hon).
250 A: 1. Donnie Delgado (Yam); 2. Fred Vanwagoner (Yam)
250 B: 1. Greg Dillow; 2. Rob Somrville (Hon); 3. James Stwert (Kaw).
250 C: 1. Wesley Shallow (Hon); 2. Paul Ridgeway (Yam); 3. Mike Bragg (Hon); 4. Doyle Wiggins (Yam); 5. Ric Marshall (Yam).
250 BEG: 1. Kirk Stulz (Kaw); 2. Jason Warrington (Hon); 3. John Coleman (Kaw); 4. Brett Stromsnes (Hon); 5. Bob Wood (Kaw).
VINT: 1. Ed Garlin (Yam); 2. Dwayne Jent (Kaw); 3. Roy Pierce (Hon); 4. Fred Little (Bul).
25+: 1. David Berger (Hon); 2. Dave Fatino (Suz); 3. Andrew Saulo (Yam); 4. Doyle Wiggins (Yam); 5. Dwayne Jent (Yam).
30+ SR: 1. Tom Bragg (Hon); 2. Wesley Shallow (Hon); 3. Tim Hafke (Kaw); 4. John Wheeler (Kaw); 5. John Coleman (Kaw).
40+ S/SR: 1. Tom Bragg (Hon); 2. Gerald Nuccio (KTM).
OPEN AM: 1. James Stewert (Kaw); 2. Bobby Proulx (Yam); 3. Ricky Hampshire (Yam); 4. Jack Caffee (Hon); 5. Eddie Sanderson (Hon).
OPEN NOV: 1. David Berger (Hon); 2. Tommy Stringfield (Hon); 3. Hartly Davidson (Hon); 4. Jeff Morris (Yam)
OPEN MONEY: 1. Fred Vanwagoner (Yam); 2. Donnie Delgado (Yam); 3. Steven Blakely (Yam); 4. Rob Somerville (Hon); 5. Cliff Giles (Yam).

Kipp grabs Grattan RR

By Tom Brewer

GRATTAN, MI, SEPT. 16-17

AMA Championship Cup points and Yamaha purse money provided a powerful one-two punch to bring out a record 336 entries for the season finale of the AMA/CCS Midwest Region at Grattan Raceway. Clear and sunny Michigan skies greeted the riders determined to win the Regional Championships and prize money.

Billy Graef and Tom Kipp provided a full season's worth of racing, excitement in the Middleweight Superbike final. Graff led until lap five, when Kipp took the lead with a daring move and a quick 1:28.95 lap. Graef followed Kipp's lines until lap eight, when it was Graef in the lead in turn three, Kipp in four, Graef in five and Kipp in six. Kipp nipped Graef at the checkers with 1:28.68 lap, the fastest of the race.

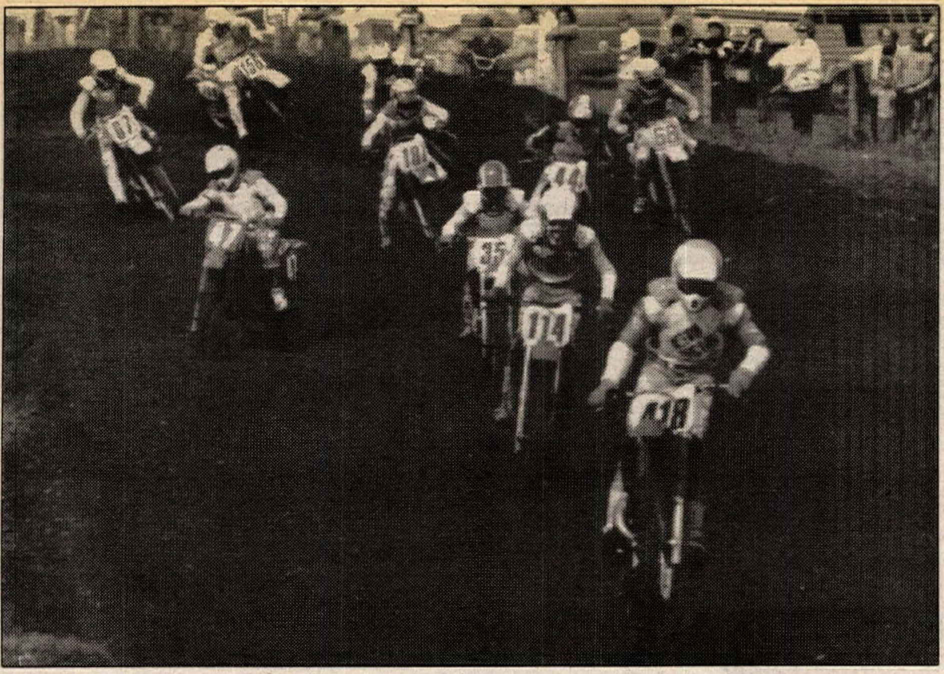
The Harley-Davidson 883 U.S. Twinsport race featured the midwest racing debut of Jesse Roeder, son of former Grand National Champion Will Roeder. Roeder stood third on the podium while Darrell Jones took the top spot and his third consecutive $300 payout.

Regional Championships were undecided in eight events and the performances of Larry Cohee, Mark Johnson, Matthew Winnacker, Gerard Hoppa, David Doe, Darren Chic, Matthew Sheldon and Jeff Plummer won each of them a crown. Jeff Plummer was crowned a four-time champion.

According to race director, Kevin Elliott, the Midwest Region will be divided next season into the Dairyland Region, with dates at Blackhawk Farms, Road America and Heartland Park, Topeka and the Great Lakes region, with dates at Grattan Raceway, Mid-Ohio and Road America.

Results

SOLO ENDUR GTO: 1. Robert A. Sandy; 2. John V. Erdrich; 3. Randy Gaddey; 4. Matthew Sheldon; 5. Greg Hutcheson.
SOLO ENDUR GTU: Tom Kipp; 2. Ken Kosieracki; 3. Darrell Cooney; 4. Jeff Plummer; 5. Steve Kok.
EX U.S. TW/SPRT: 1. Darrell Jones; 2. David Klosterman; 3. Jesse Roeder.
NOV U.S. TW/SPRT: 1. Tom Cleppe.
EX L/W S/TW: 1. Matthew F. Winnacker; 2. Charles William Lang; 3. Mark W. Johnson; 4. Rick Blander; 5. David McDarland.
NOV L/W S/TW: 1. Timothy Seebold; 2. Tim Bingen; 3. Roy Nicholson; 4. Greg Mellinger; 5. Tom Exinger.
EX M/W S/SPRT: 1. Keith D. Merryfield; 2. Ken Kosieracki; 3. Jeff Plummer; 4. Darrell Cooney; 5. Randy Gaddey.
NOV M/W S/SPRT: 1. Darin M. Chic; 2. Mark Tesch; 3. Jordon Brown; 4. Steve Croft; 5. Samuel T. Salaja.
EX L/W GP: 1. Sam Wardrip; 2. Donn C. Lewis; 3. Jeff Vos; 4. Matthew F. Winnacker; 5. Kurt Koops.
NOV L/W GP: 1. Greg Hutcheson; 2. Jordon Brown; 3. William White; 4. Timothy Seebold; 5. David J. Doe.
EX H/W S/SPRT: 1. Robert A. Sandy; 2. Matthew F. Winnacker; 3. Mark Erickson; 4. Gerard James Hoppa.
NOV H/W S/SPRT: 1. Steve Scheibe; 2. Steve Croft; 3. Matthew Sheldon; 4. James Holder; 5. Samuel T. Salaja.
EX L/W S/BK: 1. Matthew F. Winnacker; 2. Bob Newby; 3. Charles William Lang; 4. Walter Sakowski; 5. Tracy B. Doyle.
NOV L/W S/BK: 1. Greg Hutcheson; 2. Timothy Seebold; 3. Tim Bingen; 4. Aku Lahti; 5. Alan J. McPhee.
NOV M/W S/BK: 1. Steve Croft; 2. Darin M. Chic; 3. Rick Brewer; 4. Greg Hutcheson; 5. Mark Tesch.
EX M/W S/BK: 1. Tom Kipp; 2. Billy Graef; 3. Alan Bertagnoli; 4. Keith D. Merryfield; 5. Ken Kosieracki.
EX L/W S/SPRT: 1. Matthew F. Winnacker; 2. Kurt Horvath.
NOV L/W S/SPRT: 1. Jordon Brown; 2. Gerald Bertolini; 3. Terry Bandstra; 4. David J. Doe; 5. Elvis Ray Nicholson.
EX U/L GP: 1. Fritz Kling; 2. Billy Graef; 3. Tom Kipp; 4. Andy Fenwick; 5. Eric R. Moe.
EX U/L S/SPRT: 1. Mark Erickson; 2. Gerard James Hoppa.



Winner Brian Gundry (418) leads third-place finisher Rich Zupko (114) in the 125cc Amateur race at New Jersey's Raceway Park MX.

EX H/W S/BK: 1. Billy Graef; 2. Andy Fenwick; 3. Eric R. Moe; 4. Tom Kipp; 5. Matthew F. Winnacker.
NOV H/W S/BK: 1. Rob Bowerman; 2. Steve Croft; 3. Moehrle Klaus; 4. Steve Soheibe; 5. Matthew Sheldon.
EX H/W S/TW: 1. Walter Sakowski; 2. Charles William Lang; 3. Darrell Jones; 4. David Klosterman.
NOV H/W S/TW: 1. Timothy Seebold; 2. David Freeman; 3. Houston Heizer; 4. Albert W. Miller.
EX M/W GP: 1. Sam Wardrip; 2. Ken Kosieracki; 3. Ronald J. Petrick; 4. Gerard James Hoppa; 5. Larry Cohee.
NOV M/W GP: 1. Mark Tesch; 2. Darin M. Chic; 3. Jim Kusar; 4. Rick Brewer; 5. Samuel T. Salaja.

Kessler, Carsten win again at Raceway Park MX

By Rosanne Lukaitis

ENGLISHTOWN, NJ, SEPT. 17

There are only two more races left in the 1989 motocross season at Raceway Park and the question is: Who will break the winning streaks of Mickey Kessler and Barry Carsten? Through most of the season both racers have won the overalls in their respective classes, but not without some tough competition. Today was no different as Kessler took both the Open and 250cc Expert wins and Carsten claimed the win in the 125cc Expert class.

Suzuki-mounted Carsten headed out the gate to an early lead in the 125cc Expert class and was never headed. Mike Bilardello, aboard his Kawasaki, Yamaha-mounted Jim McIlvaine, Suzuki privateer Brian Carroll and fellow Suzuki racer Dan Portz held the top-five placings heading the Woodbridge Kawasaki Steps. Carroll experienced mechanical problems and was soon out of contention, and Portz inherited fourth. Starting out mid-pack, Kawasaki-mounted Scott Sheak closed in on Portz, and soon made the pass.

Carsten, with a comfortable lead, could not be aware of the tight battle going on between McIlvaine and Bilardello in second and third. Each time Bilardello tried to pass McIlvaine he was shut out. Further back in the pack, Ed Bao on a Suzuki sliced his way through positions and passed Portz. At the checkers, Carsten did it again, followed by McIlvaine, Bao, Portz and Bilardello.

Bilardello grabbed the lead in the final moto with Sheak, Jason Rivas and Bao right behind. Fairly new to this class, Rivas powered his Suzuki to take over the lead coming down the mogul as Bao moved into third. Carsten held fourth, but he made a pass on Bao into the tabletop section. Sheak took the lead momentarily coming over the plunge, but Carsten took Rivas at the bottom of the plunge and Shank over the Supercross section to take the lead.

Carsten's 1-1 finishes gave him yet another win, followed by Mc Ilvaine, Sheak and Portz in the overall results.

In the Open Expert class, Kessler took the outside when the gate dropped as well as the lead. Jim Kapitan held second with Jerry Seip and Brian Carroll not far behind. Kapitan started to close in on Mick "the quick" Kessler, forming a tight gap. The duo had a 10-second lead over Seip and Carroll in third and fourth. Carroll, who had a problem in the 125cc class, was making up for lost time as he took Seip in the back section. As the checkers fell Kessler took the win with Kapitan, Carroll, Seip and Dawson Ransome following, respectively.

Seip wasted no time getting out of the gate in the final moto, but Carroll was not letting Seip get too comfortable and neither was Kessler. Kapitan had a bad start as he went down in the first turn but things would soon change. Carroll, the only rider separating Kessler from the leader, was not giving an inch. Kessler took Carroll and Seip by the end of the Supercross section to take the lead. Kapitan, picking his way through the competition, pulled alongside Carroll and made the pass stick. Kapitan took Seip by the surfer turn, but could not get by the leader. Kessler finished with a 1-1 score and Kapitan went 2 for 2, with Seip, Carroll and Doug Gallo rounding out the overall finishes.

Results

ADV SR: 1. Henry Knabe (Yam); 2. Frank Lettieri (Suz); 3. James Henshaw (Kaw).
125 NOV A: 1. Ty Kontrath (Hon); 2. Brian Simicsak (Hon); 3. Mark Janiszewski (Kaw).
SR EX: 1. Keith Mann; 2. Jay Irwin (Hon); 3. Bruce Dengler.
250 AM: 1. David Thierry (Kaw); 2. Joel Dengler (Yam); 3. Joe Martin (Hon).
14-15: 1. Bill Delanzo (Hon); 2. Lee Rostien (Hon); 3. V. Allegretta (Kaw).
10-11: 1. Vincent Giusti (Kaw); 2. Ronald Faisst (Kaw); 3.Neil Woener (Suz).
125 AM: 1. Brian Gundry (Hon); 2. Joel Dengler (Yam); 3. Rich Zupko (Hon).
125 EX: 1. Barry Carsten (Suz); 2. Ed Bao (Suz); 3. Jim McIlvaine (Yam).
250 EX: 1. Mickey Kessler (Kaw); 2. Jim Kapitan (Suz); 3. Jerry Seip (Suz).
OPEN AM: 1. Richard Rike (Hon); 2. Gaby Jimenez (Hon); 3. Charles Collins (Hon).
125 NOV B: 1. Danny Shea (Suz); 2. Danny Marotta (Kaw); 3. Gary Barthomen (Hon).
S/SR: 1. Kerry Irwin (Suz); 2. Don Heider (Suz); 3. Charles Hughes (Hon).
500 EX: 1. Mickey Kessler (Kaw); 2.Jim Kapitan (Hon); 3. Brian Carroll (Kaw).
250 NOV: 1. Jay Irwin (Hon); 2. Michael Voorhees (Kaw); 3. Dan Siti (Kaw).
12-13: 1. Attluti Stout (Hon); 2. Eric Flagg (Hon); 3. Bryan Wright (Yam).

Grogan dominates Bremen MX

By Kevin Kelly

BREMEN, GA, SEPT. 23

Jason Grogan continued his winning ways at round two of the Bremen MX Fall Championship Series by winning the 250cc-Open B and 125cc B classes on his Freewheeling Honda-BMW-sponsored CR250 and CR125.

Following Grogan's perfect scores of 1-1 in the 125cc B class was Johnathan Blaine. Bill Beltz on a Metro Atlanta Cycle Yamaha was third followed by Honda-mounted Robert Saniski.

In the 250cc Open C class it was Jeff Shealey taking the overall win with a 2-1 score to beat Paxton Owens. Owens was followed by H&H KTM rider Shane Bandy, who had a consistent ride with a 3-3 finish. Mark Mikeal was fourth followed by B.J. Watson.

In the 125cc C class Rodd Norton took his Honda CR125 to the overall victory with 2-1 finishes. Billy Cantrell was second followed by Randy Tomlinson for third who rides the Senior Men's class as well. Kevin Hale was fourth followed by Tommy Myers.

Barry Higgins on a Norton chased Jim Nash in the Vintage class for four laps then got the lead only to have the chain derail one turn short of the finish.

In the second moto Higgins led until his transmission went south, leaving the overall to Nash. Eric Stockwell inherited second thanks to Higgins' problems followed by Beno Rodi on a BSA. Steve Huggins on a Honda was fourth and Beno's son John Rodi on a Rickman took fifth. ●

Results

250 OPEN B: 1. Jason Grogan (Hon); 2. Michael Henderson (Hon).
250 OPEN C: 1. Jeff Shealy (Hon); 2. Paxton Owens (Hon); 3. Shane Bandy (KTM); 4. Mark Mikeal (Kaw); 5. B.J. Wilson (Kaw).
125 B: 1. Jason Grogan (Hon); 2. Johnathan Blain (Kaw); 3. Bill Beltz (Yam); 4. Richard Saniski (Hon).
125 C: 1. Rodd Norton (Hon); 2. Billy Cantrell (KTM); 3. Randy Tomlinson (Suz); 4. Kevin Hale (Hon); 5. Tommy Myers (Suz).
SR MEN: 1. Warner Wilburn (Kaw); 2. Randy Tomlinson (Suz); 3. James Cox (Kaw); 4. Danny Brown (Yam); 5. Billy Burton (Yam).
ENDR: 1. Michael Henderson (Kaw); 2. Donny Jordan (Kaw); 3. Billy Burton (Yam); 4. Roger Cox (Yam); 5. Shane Price (Kaw).
VINT: 1. Jim Nash (Yam); 2. Eric Stockwell (Yam); 3. Beno Rodi (BSA); 4. Steve Huggins (Hon); 5. John Rodi (Ric).
SCHBY: 1. Brian Stokes (Hon); 2. Johnathan Blain (Kaw); 3. Ryan Reynolds (Hon); 4. Bryan Thorton (Hon); 5. Kevin Tate (Kaw).
SR MINI: 1. Ryan Reynolds (Hon); 2. Alan Mercure (Hon); 3. Rayran Stanelle (Hon); 4. David Murphy (Kaw); 5. Patrick Brown (Hon).
JR MINI: 1. Jason Hall (Hon); 2. Kim McGivney (Hon); 3. Adam Woodall (Hon).
JR CYC: 1. Nick Citron (Kaw); 2. Kim McGivney (Hon); 3. Branden Hodgins (Kaw).

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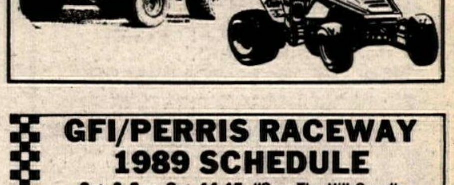

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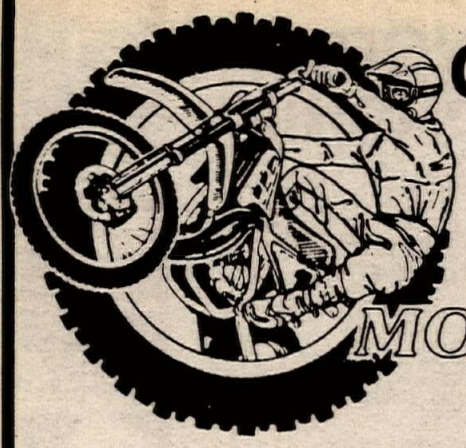

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calendar

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10/15 Manfield, New Zealand

ICE/Budweiser World C'ship Ice Speedway
1/11-13/90 Tucson, AZ
Info 602/299-0206.

AMA 600 Nat'l C'ship Dirt Track Series
*10/14 Mesquite, TX HM
Info 614/891-2425

AMA/EBC Brakes Endurance Road Race Series
10/14-15 Talladega, AL
10/27-29 Daytona Beach, FL
Info 704/684-4297

AMA/CCS Yokohama Nat'l C'ship Supersport Road Race Series
10/14-15 Talladega, AL
10/27-29 Daytona Beach, FL
Info 704/684-4297

AMA/Camel Nat'l C'ship SX Series
1/27/90 Anaheim, CA
2/3 Houston, TX
2/10 San Diego, CA
2/17 Seattle, WA
2/24 Atlanta, GA
3/10 Daytona Beach, FL
3/17 Las Vegas, NV
3/24 Pasadena, CA
4/7 Dallas, TX
4/21-22 Pontiac, MI
4/28 Tampa, FL
5/12 Charlotte, NC
5/19 E. Rutherford, NJ
6/2 Foxboro, MA
6/10 Oklahoma City, OK
6/16 San Jose, CA
6/23 Los Angeles, CA
Info 614/891-2425

AMA 125/250cc Nat'l C'ship MX Series
3/4/90 Gainesville, FL
4/1 Sacramento, CA
5/6 Axton, VA
5/27 Mt. Morris, PA
7/8 Buchanan, MI
7/22 Southwick, MA
7/29 Troy, OH

AMA 125/500cc Nat'l C'ship MX Series
10/15 New Berlin, NY
8/19/90 Washougal, WA
8/28 Millville, MN
9/2 Binghamton, NY
9/30 Delmont, PA
10/7 Budds Creek, MD
10/14 New Berlin, NY
Info 614/891-2425

AMA Nat'l C'ship Enduro Series
10/15 W. Greenwich, RI
10/29 Redding, CA

AMA/Wiseco/Yamaha Grand Nat'l Cross Country Series
10/29 Mt. Morris, PA

AMA Nat'l C'ship Hare Scramble Series
10/22 Flat River, MO
11/12 Wrentham, MA
Info 614/891-2425

AMA Nat'l C'ship Hare & Hound Series
10/22 Lucerne, CA
Info 614/891-2425

AMA/CCS Road Race Series
Southeast Region
10/14-15 Talladega, AL
Info 704/684-4297

AMA/CCS U.S. Twin Sports Road Race Series
10/14-15 Talladega, AL
10/28-29 Daytona Beach, FL

IDBA Nat'l C'ship Drag Race Series
10/13-15 Commerce, GA
Info 205/849-7886

Dragbike! Nat'l C'ship Drag Race Series
10/28-29 Baytown, TX
11/3-5 Palmdale, CA
11/10-12 Gainesville, FL
Info 315/735-1661

SCRA Drag Race Series
10/29 Farmington, NC
Info 919/697-7690

WERA/Toyota/Dunlop Formula USA Nat'l C'ship Road Race Series
11/4-5 Braselton. GA
Info 803/681-9372

WERA/EBC Brakes Nat'l Endurance Road Race Series
11/3 Braselton, GA
Info 803/681-9372

WERA Nat'l C'ship Road Race Series
Northeast/Mid-Atlantic Region
10/14-15 Summit Point, WV
Info 803/681-9372

WERA Grand Nat'l Final
11/1-5 Braselton, GA

NETA C'ship Trials Series
10/14-15 Conway, NH
10/29 Chepachet, RI
Info 617/695-1506

STRA C'ship Trials Series
10/15 Winchester, TN
10/29 Cleveland, GA
11/12 Pigeon Forge, TN
Info 615/967-3008

NESC C'ship Motocross Series
10/22 Southwick, MA
10/29 Middleboro, MA
11/5 Middleboro,MA
11/12 Middleboro, MA
Info 413/772-0685

NETRA C'ship Enduro Series
10/15 W. Greenwich, RI
11/5 Stafford, CT
11/19 Marlborough, CT
Info 203/875-5757

NETRA C'ship Hare Scrambles Series
10/22 South Central, MA
11/12 Wrentham, MA
Info 203/875-5757

ECEA C'ship Enduro Series
10/15 W. Greenwich, RI
10/29 Bear, DE
11/12 Warren Grove, NJ

SETRA C'ship Enduro Series
10/22 Chattanooga, TN
11/12 Maplesville, AL
1/14/90 Charleston, SC
1/28/90 Sumpter, SC
2/18/90 Clinton, SC
3/4/90 Pelion, SC
3/11/90 Maxeys, GA
4/1/90 Lenoir, NC
4/15/90 Palatka, FL
4/29/90 Lake City, FL
Info 404/532-6832

SETRA C'ship Hare Scramble Series
11/6 Myrtle Beach, SC
11/TBA Cullman, AL
2/11/90 Maxeys, GA
2/25/90 Sumter, SC
3/25/90 Bremen, GA
4/TBA Cullman, AL
Info 404/987-4094

New York Hare Scrambles Series
10/22 S. Edmeston, NY
11/5 Palmyra, NY
Info 315/682-8017

WNYSC Motocross Series
10/15 Batavia, NY
10/22 Little Genesee, NY
10/29 Batavia, NY
Info 716/594-0482

OMRRA Road Race Series
10/15 Portland, OR

SERA Enduro Series
10/22 Crystal Springs, MS
11/5 Watson, LA
11/12 Selma, AL
Info 504/748-8569

NCHSA Hare Scrambles Series
11/12 Reidsville, NC
Info 919/776-1767

AHRMA-West (CVRG) Vintage Road Race Series
10/29 Sonoma, CA
Info 415/829-6091.

AHRMA Nat'l Vintage MX Series
10/14 New Berlin, NY
10/22 Brentwood, CA
Info 217/568-7764

AHRMA-West (CVRG) Vintage MX Series
10/22 Brentwood, CA
11/19 Tulare, CA
Info 415/829-6091

AHRMA Vintage Trials Series
10/15 Livermore, CA
12/10 Kettleman, CA
Info 217/568-7764

ATA C'ship Trials Series
10/29 Lucerne Valley, CA
11/19 Lucerne, CA
12/2 Schreiber Cup Lucerne, CA
12/3 El Trial de Espana Lucerne, CA

Virginia C'ship Hare Scrambles Series
10/15 Newport News, VA
11/5 Chesapeake, VA
Info 804/255-4620

Iowa Enduro Series

10/29 Waterloo, IA
Info 515/279-3962

ARRA C'ship Series

10/21-22 Willow Springs, CA
11/11-12 Willow Springs, CA
12/16-17 Willow Springs, CA
Info 805/966-5700

NWMA C'ship Enduro Series

10/29 Bellingham, WA
11/19 Bellingham, WA
Info 206/943-1559

NWMA C'ship Off-Road Series

11/12 Shelton, WA
11/25 Seattle, WA
12/3 Shelton, WA
Info 206/943-1559

Mickey Thompson Off-Road C'ship Series

10/28 No. Cal., CA
Info 714/938-4100

FGPRA C'ship Road Race Series

11/12 Sebring, FL
12/17 Sebring, FL
Info 813/665-4098

Florida Gold Cup Series

10/15 Tallahassee, FL
10/22 Ocala, FL
10/29 Reddick, FL
11/5 Tampa, FL
11/12 Dade City, FL
Info 813/822-8929.

AFM North C'ship Series

10/29 Sonoma, CA
Info 415/327-0908

SCORE Int'l Off-Road Series

11/9-12 Presidente Baja 1000 Ensenada, Baja CA, Mexico
5/11-13/90 Off Road World C'ships Phoenix, AZ
Info 818/889-9216.

SRA Grand Prix C'ship Series

10/15 Rosarito Bch, Baja, Mex.
10/29 San Bernardino, CA
11/19 Perris, CA
Info 714/957-2985

Grans Prix de Baja Series

10/21 San Felipe, B.C., Mex.
Info 818/340-5750

ADRA Int'l C'ship Desert Race Series

11/18 Lukeville, AZ

PITS C'ship Trials Series

10/22 Santa Cruz, CA
11/11 Patterson, CA
11/19 Auburn, CA
12/10 Patterson, CA
Info 209/293-4768

Black Jack Enduro Series

10/15 Tulsa, OK
10/29 Oklahoma City, OK
Info 918/438-3388

Sabine Enduro Circuit

11/12 Munester, TX
3/4/90 Austin, TX
4/22/90 Nacogdoches, TX
5/6/90 North Central, TX
Info 409/722-7926

South Texas C'ship Hare Scrambles Series

10/22 Somerville, TX **
11/5 High Grove, TX *
11/19 /Alvin, TX **
12/3 Hidden Valley, TX ***
12/10 Bastrop, TX **
1/14/90 Zars, TX ***
1/28/90 Bandera, TX *
Info * Austin Motosports Assn. 512/282-0819
** Trail Riders of Houston 713/251-7339
*** Dirt Bikers of San Antonio 512/438-7594

Missouri Hare Scrambles Series

10/22 Flat River, MO

N. Indiana Hare Scrambles Series

10/29 Burr Oak, IN

OCTOBER						
S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

• Denotes Pro Payback

October 13

CALIFORNIA STADIUM MX
• CMC. Sacramento Raceway Park, Sacramento. Info 916/363-2645.
CALIFORNIA MOTOCROSS
• CMC/Agajanian Enterprises. Ascot South Bay Stadium, Gardena. Info 714/261-6116 or 213/321-5323.
CALIFORNIA ENDURO
AMA/D-37. Training Wheels MC, Randsburg. Info 714/549-7736 or 818/249-4810.
CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
DELAWARE SHORT TRACK/ SUPERCROSS
• Seaford Speedway, Seaford. Info 302/335-4386 or 629-6535.
GEORGIA SUPERCROSS
Riverside Supercross, Calhoun. Info 404/625-5328 or 629-4114.
MICHIGAN MOTOCROSS
MRA. Milan Excitement City, Milan. Info 517/522-4380.
SOUTH CAROLINA SUPERCROSS
Riverside Supercross, Marietta. Info 803/895-3569 or 836-7319.
WISCONSIN DRAGS
Great Lakes Dragaway, Union Grove. Info 414/878-3783 or 462-5520.

October 13-15

GEORGIA DRAGS
• IDBA Nat'l C'ship Series World Finals. The New Atlanta Dragway, Commerce. Info 205/849-7886.

October 14

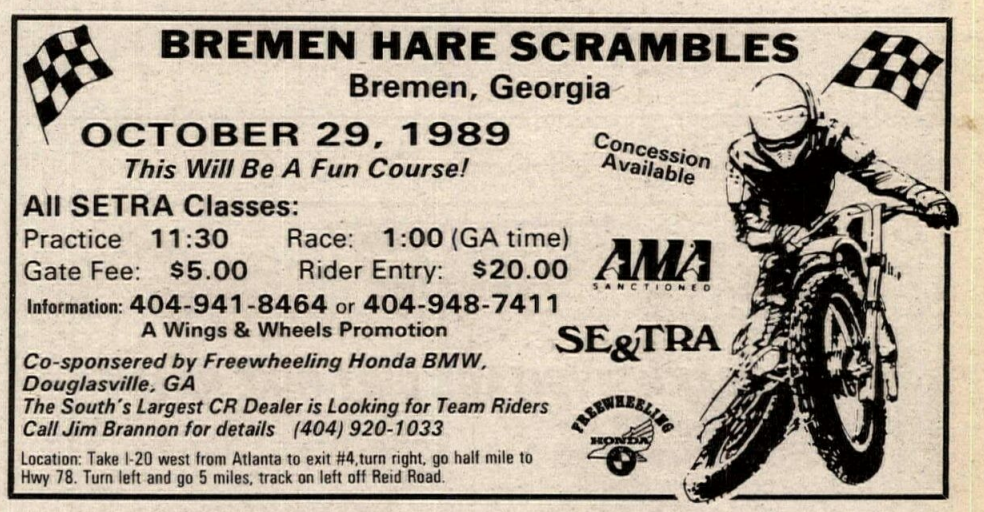
ALABAMA MOTOCROSS
• Coleta Valley MX, Talladega. Info 205/761-9146.
ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848 or 477-5389.
ALABAMA MOTOCROSS
• Gary's Warrior MX, Warrior. Info 205/647-0562 or 669-4572.
ARIZONA SUPERCROSS
• SX Series II. Yuma Speedway, Yuma. Info 602/726-1446.
CALIFORNIA MOTOCROSS
• Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/727-1171 or 484-1441.
CALIFORNIA MOTOCROSS
• Cycleland Speedway, Chico. Info 916/342-0063.
CALIFORNIA SHORT TRACK
• R & D Enterprises. Monterey County Fairgrounds, Monterey. Info 408/449-7367.
CALIFORNIA SHORT TRACK
• Dirt Sports Promotions. Formula DTX/Class C. Carlsbad Raceway, Carlsbad. Info 619/489-5823.
CALIFORNIA SUPERCROSS
NCRA. Nor Cal Ranch, Tracy. Info 415/447-4610.
DELAWARE SUPERCROSS/ DIRT DRAGS/SHORT TRACK
• Seaford Speedway, Seaford. Info 302/335-4386 or 629-6535.
DELAWARE HALF MILE
• AMA/First State Racing. Georgetown Speedway, Georgetown. Info 302/678-2440.
FLORIDA MOTOCROSS
R & R Racing. Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA MOTOCROSS
• Fall Night Series. Orange County Raceway, Orlando. Info 407/568-2271.
FLORIDA SHORT TRACK
Boss Hogg Speedway, Youngstown. Info 904/722-9680 or 769-0542.
FLORIDA MOTOCROSS
FMC. 9th Annual Fall Final. Hyman Myers Speedway, Tallahassee. Info 904/656-2915.
GEORGIA MOTOCROSS
GA State Fall Series. Bremen MX, Bremen. Info 404/920-1033 or 941-8464.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls/ Jackson. Info 912/994-6630.
GEORGIA SUPERCROSS
Knucklesville Supercross, Dahlonega. Info 404/864-8735.
INDIANA MOTOCROSS
Read's Racing Unlimited, Inc. Trojan Speedway, North Webster. Info 219/594-2649 or 594-2974.
KENTUCKY MOTOCROSS
Edmonson County MX, Brownsville. Info 502/286-8334.
NEBRASKA ARENACROSS/ SHORT TRACK
Kam Raceway, Hastings. Info 402/463-4717.
NEVADA TRIALS
AMA/D-36/High Sierra MC. Carson Valley Qualifier Reliability Trials. Carson Valley Inn & Casino, Pine Nut Mountains, Minden. Info 702/831-0472 or 916/577-6505.
NEW YORK VINTAGE MX
AHRMA Nat'l Vintage MX. Unadilla Valley Sports Center, New Berlin. Info 217/568-7764.
NORTH CAROLINA MOTOCROSS
Wilkes County MX Park, Lenoir. Info 704/758-4342.
OHIO TT SCRAMBLE
Deerfield Speedway, Deerfield. Info 216/584-9583.
OHIO SUPERCROSS
• Professional Supercross Park, Lucasville. Info 614/259-4672.
OKLAHOMA MOTOCROSS
Motorcycle Raceways, Inc. Oklahoma City. Info 405/670-3451.
PENNSYLVANIA SUPRCROSS
Toyota SX/D-7. Trail-Way Speedway, Hanover. Info 717/359-4310.
TENNESSEE MOTOCROSS
I-40 Race Park, Lenoir. Info 615/637-7041 or 693-2915.
TENNESSEE MOTOCROSS
Candies Creek, Cleveland. Info 615/479-3470 or 554-3392.
TEXAS MOTOCROSS
• Mosier Valley MX Park, Euless. Info 817/540-0815.
TEXAS MOTOCROSS/TT
• TX State Amateur C'ships. Boyd Raceway, Boyd. Info 817/433-5587.

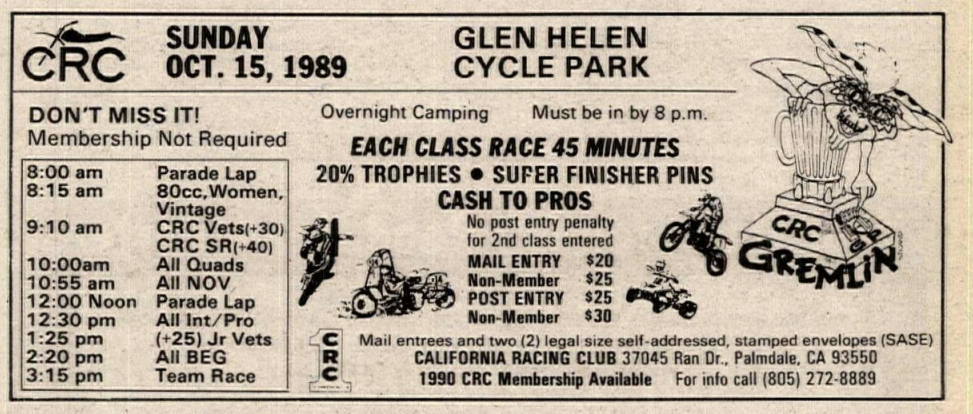
October 14-15

ALABAMA ROAD RACE
AMA/CCS U.S. Twin Sports R.R. Series. Alabama Motor Speedway, Talladega. Info 704/684-4297.
CALIFORNIA MOTOCROSS
GFI Racing. Over The Hill Gang Nat'l. Perris Raceway, Perris. Info 7114/788-5853.
INDIANA TRIALS
Trials Inc. Observed Trials. Stoney Lonesome clubgrounds, Columbus. Info 216/543-7716.
NEW HAMPSHIRE TRIALS
NETA C'ship Series, Rounds #9-10. Saco River MC, Conway. Info 617/695-1506 or 401/333-0523.
OHIO MOTOCROSS
AMA/D-12 & 14/Glass City MC. Delta Motorsports Park, Delta. Info 419/822-3286 or 476-2312.
PENNSYLVANIA MOTOCROSS
• AMA/D-6. Sleepy Hollow MX Park, Fredericksburg. Info 717/273-1180 or 865-5530.
WASHINGTON MOTOCROSS
• CMC/Clicker Racing. Fall Trophy Series/CMC NW Race & Banquet. Thurston County ORV Park, Olympia. Info 206/246-8484.
WISCONSIN DRAGS
Great Lakes Dragaway, Union Grove. Info 414/878-3783 or 462-5520.

October 15

ARIZONA GRAND PRIX
Arizona Trail Riders. Who's Bad GP. Mayer. Info 602/944-2639.
ARIZONA GRAND PRIX
River Bottom GP. Sycamore Creek, Phoenix. Info 602/982-7327 or 892-5759.
CALIFORNIA MINI ROAD RACE
NMA. Amago Raceway, Lake Henshaw. Info 213/868-8112.
CALIFORNIA ENDURO
D-37/Training Wheels MC/Best of the West Series. 10th Annual Ghost Rider Enduro. Rand area. Info 213/830-9850 or 714/848-0918.
CALIFORNIA MOTOCROSS
• SMX. DeAnza Cycle Park, Sunnymead. Info 714/583-7486.
CALIFORNIA MOTOCROSS
• CMC. Argyll Park, Dixon. Info 916/678-3592 or 678-9956.
CALIFORNIA GRAND PRIX
• CRC. Glen Helen OHV Park, San Bernardino. Info 805/272-8889.
CALIFORNIA DESERT RACE
AMA/D-38/Fudpucker Racing Team. Hot Nuts Attack Kamikaze Attack. Team Race. Imperial County, El Centro. Info 619/427-5759.
CALIFORNIA RALLY
Dick Mann Vintage Dirt Bike Rally. Sand Hill Ranch, Brentwood. Info 4415/634-3328.
CALIFORNIA MINI MX
CMMC. Barona Oaks Raceway, Ramona. Info 619/444-8116.
CANADA ENDURO
CMA Nat'l C'ship Series. Bewdley, Ontario. Info 416/522-5705.
COLORADO TRIALS
RMTA Series, #8. Rock Creek, Colorado Springs. Info 719/475-2018 or 841-2014.
DELAWARE HALF MILE
• AMA/D-6 & 7/First State Racing. Delaware State Fairgrounds, Harrington. Info 302/678-2440.
FLORIDA MOTOCROSS
AMA/WorldSports Gold Cup Series, Round #6. Hyman Myers Speedway, Tallahassee. Info 813/822-8929 or 904/656-2915.
IDAHO MOTOCROSS
Fossil Bowl MX, Clarkia. Info 208/245-3608.
ILLINOIS MOTOCROSS
AMA/D-16 & 17/Slo-Pokes MC. Spring Grove. Info 815/675-2776.
ILLINOIS MOTOCROSS
• Splinter Creek Dirt Riders, Inc. Fosterburg. Info 618/254-9539.
ILLINOIS HARE SCRAMBLES
Belleville Enduro Team, Belleville. Info 618/277-DIRT.





CRC CALIFORNIA RACE SCHEDULE

100% PRO PAYBACK

Last Friday Race Of Season Oct. 13th

Sun. Oct. 15 GP Glen Helen
Gremlin
Sun. Oct. 22 MX LA County Raceway
Sun. Oct. 29 MX Edwards AFB
Sun. Oct. 29 GP Sunrise Park
Wild Turkey

OPEN PRACTICE
9 am to 2 pm Every Sat. — LA County Raceway
VINTAGE RACING
Every Second Sunday — LA County Raceway
CRC Info 805-272-8889

Motocross Spectacular
"Commotion By The Ocean II"
OCTOBER 28th & 29th
Carlsbad Raceway
One Pro Class - $4,000 Purse
All Sportsman Classes
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(619) 484-1441

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1989 GFI So Cal Fall Series OVERALL CHAMPIONS

Mini Beginner
MIKE BATTISTA
DEAN VANRIPER
D.J. RADCLIFF

Mini Novice
LARRY LINKOGLE
LYLE DANUSER
DAVID FERRIER

Mini Intermediate
STEVE HENGEVELD
TY KADY
JACK COX

Mini Expert
CRAIG DECKER
STEVE ANDRICH
RAY HENSLEY

125cc Beginner
SHAWN McINTOSH
JAY PAVLOVEC
BRIAN PRIDEMORE

125cc Novice
J.J. PETCHEL
MATT POLOSKY
ROGER HAUPTMAN

125cc Intermediate
JOEL ALBRIGHT
TOMMY CLOWERS
DEREK NATVIG

125cc Pro
RYAN HUGHES
CHRIS POCINO
JOE TUTTOBENE

250cc Beginner
CHAD McINTOSH
BRETT JOHNSON
DARIN NISHURMIA

250cc Nov
DANNY SEYLER
BOBBY HUBBARD
WILL DICKSON

250cc Intermediate
BILL SAURO
RAY McINTOSH
JEFF FINE

250cc PRO
KERRY MULLIGAN
KYLE KILLEBREW
JEREMY McGRATH

Open Beginner
MIKE T. SEELEY
STEVE REEVES
RICK REMY

Open Novice
BRYAN HANSON
JOE CHIDLEY
ROBERT FAILING

Open Intermediate
PAT MARKHAM
BRIAN DAVY
MIKE DOUGHTERY

Open Pro
WILLY MUSGRAVE
PETE ANDREWS
RICKY JOHNSON

25-29 Beginner
MIKE SOLE
HARRY LANGLEY
VAL ROSARIC

25-29 Novice
RANDY VAN DYKE
LOU SOTO
GEORGE ANDREWS

25-29 Intermediate
BILL FOY
DAVID BREDENHECK
PAT MARKHAM

Vet Novice
STEVE FRY
RUDY CHAVEZ
CHUCK FREEMAN

Vet Intermediate
JOHN McCAUGHY
WILLY HANEY
RICHARD DICK

Vet Pro
BRENT WALLINGSFORD
BOB CASPER
TIBOR PAPP

Old Timer Novice
VASEK ULRICH
ADRIAN MESA
CHUCK CASTON

Old Timer Intermediate
MALCOLM McCASSY Sr.

Mini Adult
SPIKE GROOM

RICKY JOHNSON Invites You
to the 2nd Annual GFI CAL WINTER SERIES
GFI . . . The New Generation
Info (714) 788-5853

DICK MANN'S VINTAGE DIRT BIKE RALLY

October 22
A.H.A.R.M.A. National MX
1974 and Earlier Models
Gates Open 6:30 a.m.
Competition 9:00 a.m.
Honored Guest British Grass Track Champion
Adrian Moss
Sand Hill Ranch Race Track
14 Miles North of Interstate 80 from
Livermore, CA on Vasco Road North

T-shirts **$13.00** — 100% cotton
Adult sizes S,M,L,XL,XXL Youth XS,S,M,L
Rally "T" with logo on front & Indian on back
MX "T" with logo on front & BSA on back
Rally Crew Sweat Shirt by Russell **$25.00**
Logo on front & Indian on back
Adult sizes **S,M,L,XL,XXL**
Stroker Cap with Rally logo **$13.00**
with adjustable band
Checks payable to: **Hook-Up Enterprises**
1100 Wooden Valley Cross Road
Suisun, CA 94585
Allow 6-8 weeks delivery
Prior years T-Shirts available at **$11.00**

Your One Stop Off Road Headquarters

The 1990 KTMs Have Arrived!!!
We Will Uncrate The New 125 MX & Enduro, 250 DXC, 350 Enduro and 500 MX Monday, October 2. Stop By And Pick Up The Championship Winning KTM Of Your Choice!
WHITE POWER SUSPENSION SPECIALIST
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Parts ORDERS ONLY (800) 344-2657

SRA GP California Schedule

October 15	Hilltoppers GP Rosarito Beach, Mexico
October 29	Glen Helen
November 19	Perris

Info (714) 957-2985

Desert MOTORSPORTS
ATK ***Test Ride Day!***
October 21
L.A. County Raceway - Palmdale CA
Ride the 1990 ATK 250/406/604!
Call to Register
(805) 942-3335

ILLINOIS ENDURO
Shoal Creek Dirt Riders. White City. Info 217/999-2076.
INDIANA MOTOCROSS
• AMA/D-15/Hoosier Hilltoppers MC. Uniontown clubgrounds, Uniontown. Info 812/522-1522.
INDIANA HARE SCRAMBLES
Red Fox TNT, Lynnville. Info 812/985-9459.
KANSAS HARE SCRAMBLES
KORR C'ship Series. Jeeps, Wichita. Info 316/945-8221.
KENTUCKY MOTOCROSS
AMA/Lakeland MX Track. Trigg Co. Recreation Complex, Cadiz. Info 502/522-6389.
KENTUCKY HARE SCRAMBLE
Cyrus Cycle. Greenbo MX Park, Argillite. Info 304/486-5244.
MARYLAND HARE SCRAMBLES
AMA/D-7. Gun Powder Valley MC. Woodlawn Farms, Sharpsburg. Info 301/679-2200.
MEXICO GRAND PRIX
SRA/Hilltoppers MC. Rosarito Beach. Info 213/428-4971 or 714/898-4557.
MEXICO MOTOCROSS
• Motocross of Carta Blanca. Los Torres MX Park, Monterrey. Info 512/663-3745.
MICHIGAN MOTOCROSS
MRA. Log Road TNT, Coldwater. Info 517/522-4380.
MISSISSIPPI MOTOCROSS
Jenkins Creek Motocross Park, Liberty. Info 504/748-3407.
MISSOURI MOTOCROSS
• MXP Series. Finger Lakes State Park, Columbia. Info 314/474-7566 or 474-4649.
NEBRASKA MOTOCROSS
Cornhusker MX Circuit. Gibbon. Info 308/236-7672.
NEVADA MOTOCROSS
• CMC/NV Event Promotions. Fernley OT/OTHG Fall Series. Silver State MX, Carson City. Info 702/266-3772.
NEW YORK ROAD RIDE
Woodstock MC. British bikes only. Town Center, Woodstock. Info 914/679-2051.
NEW YORK SHORT TRACK
AMA/Square Deal Riders MC. SDR Raceway, Harpursville. Info 607/729-5395.
NEW YORK MOTOCROSS
WNYSC Fall Series. Silvarole's Batavia Moto Park, Batavia. Info 716/272-0741 or 594-04882.
NORTH CAROLINA MOTOCROSS
• NAME Fall Series. Rolling Hills, Reidsville. Info 919/342-4492 or 875-3805.
NORTH CAROLINA MOTOCROSS
Silver Creek Knob MX, Morganton. Info 704/584-2808.
OHIO SHORT TRACK
• Deerfield Speedway, Deerfield. Info 216/584-9583.
OHIO MOTOCROSS
CRA. Ohio Int'l Raceway, Ravenna. Info 216/369-5993.
OHIO HARE SCRAMBLES
Sunset Ramblers, Galion. Info 419/756-8601 or 468-3213.
OKLAHOMA ENDURO
Black-Jack Enduro Circuit. Tulsa. Info 918/438-3388.
OKLAHOMA MOTOCROSS
• Interstate MX Park, Oklahoma City. Info 405/732-2667 or 737-0752.
OREGON ROAD RACE
OMRRA Series. Portland Int'l Raceway, Portland. Info 503/655-7266.
PENNSYLVANIA HARE SCRAMBLES
AMA/D-6. Flying Dutchmen MC, Pine Grove. Info 717/345-6340 or 345-8918.
PENNSYLVANIA MOTOCROSS
AMA/D-5/Bell-Co. Steel City USA, Delmont. Info 304/594-1157.
RHODE ISLAND ENDURO
AMA Nat'l C'ship Series. Little Rhody Enduro. Rhody Rovers MC, West Greenwich. Info 401/397-3076.
SOUTH CAROLINA MOTOCROSS
AMA. Fall Series. Sandhill MX, Chesterfield. Info 803/623-2036.
TENNESSEE TRIALS
STRA C'ship Observed Trials Series. Winchester. Info 615/967-3008 or 205/967-3033.
TENNESSEE MOTOCROSS
TN State C'ship Series. Boyd's Creek MX, Sevierville. Info 615/453-8947 or 453-3995.
TENNESSEE MOTOCROSS
• Thunder Hill MX, Cleveland. Info 615/479-1340 or 472-6248.
TEXAS HALF MILE/RALLY
AMA/Vintage Classic. Devils Bowl Speedway, Dallas. Info 502/444-7593 or 817/488-9133.
VIRGINIA HARE SCRAMBLES
CMC/VA H.S. Series. Peninsula 100 Classic. Newport News. Info 804/877-0836.
WASHINGTON MOTOCROSS
Squisher Racing. Horn Rapids ORV, Richland. Info 509/837-3595.
WASHINGTON MOTOCROSS
MXNW Series. Washougal MX, Washogal. Info 503/673-1671 or 928-4474.

October 20

CALIFORNIA MOTOCROSS
• CMC. Ascot South Bay Stadium, Gardena. Info 213/321-5323.
CALIFORNIA STADIUM MX
• CMC. Sacramento Raceway Park, Sacramento. Info 916/363-2645.
CALIFORNIA MOTOCROSS
• CRC. L.A. Couunty Raceway, Palmdale. Info 805/272-8889.

DELAWARE SHORT TRACK/SUPERCROSS
• Seaford Speedway, Seaford. Info 302/335-4386 or 629-6535.
GEORGIA SUPERCROSS
Riverside Supercross, Calhoun. Info 404/625-5328 or 629-4114.
MICHIGAN MOTOCROSS
MRA. Milan Excitement City, Milan. Info 517/522-4380.
SOUTH CAROLINA SUPERCROSS
Riverside Supercross, Marietta. Info 803/895-3569 or 836-7319.

October 20-22

FLORIDA ROAD RACE
AHRMA Historic Cup Series. Moroso Motorsports Park, West Palm Beach. Info 419/253-4442.

October 21

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848 or 477-5389.
ALABAMA MOTOCROSS
• Coleta Valley MX, Talladega. Info 205/761-9146.
ALABAMA MOTOCROSS
• Gary's Warrior MX, Warrior. Info 205/647-0562 or 669-4572.
ALABAMA MOTOCROSS
Burnsville MX, Burnsville. Info 205/875-8401.
CALIFORNIA SHORT TRACK
• R & D Enterprises. Monterey County Fairgrounds, Monterey. Info 408/449-7367.
CALIFORNIA SHORT TRACK
Formula DTX/Class C. Glen Helen OHV Park, San Bernardino. Info 714/880-1733.
CALIFORNIA MOTOCROSS
• Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/727-1171 or 484-1441.
CALIFORNIA MOTOCROSS
• GFI Racing Super Sat. MX. Perris Raceway, Perris. Info 714/788-5853.
FLORIDA MOTOCROSS
• Orange County Raceway, Orlando. Info 407/351-4156 or 568-2271.
FLORIDA MOTOCROSS
R & R Racing. Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA SHORT TRACK
Boss Hogg Speedway, Youngstown. Info 904/722-9680 or 769-0542.
GEORGIA SUPERCROSS
Knucklesville SX, Dahlonega. Info 404/864-8735.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
KENTUCKY MOTOCROSS
Edmonson County MX Raceway, Brownsville. Info 502/286-8334 or 879-8114.
MASSACHUSETTS ENDURO
NETRA C'ship Series. Sleepy Hollow Jr. South Central. Info 203/875-5757.
MEXICO GRAND PRIX
Gran Prixs de Baja Series. San Felipe GP, San Felipe, B.C. Info 818/340-5750 or 992-6355.
NEBRASKA AREANCROSS/SHORT TRACK
Kam Raceway, Hastings. Info 402/463-4717.
NEVADA MOTOCROSS
Las Vegas MX Club, Las Vegas. Info 702/365-1080.
OHIO TT SCRAMBLE
Deerfield Speedway, Deerfield. Info 216/584-9583.
OHIO MOTOCROSS
Honda Hills, Linnville. Info 614/323-3766 or 228-0690.
OKLAHOMA MOTOCROSS
Motorcycle Raceways, Oklahoma City. Info 405/670-3451.
TENNESSEE MOTOCROSS
I-40 Race Park, Lenoir. Info 615/637-7041 or 693-2915.
TEXAS MOTOCROSS
• Mosier Valley MX Park, Euless. Info 817/540-0815.

October 21-22

CALIFORNIA ROAD RACE
• ARRA. Willow Springs Int'l Raceway, Willow Springs. Info 805/966-5700.
CALIFORNIA POKER RUN
4th Annual Toys For Tots Off-Road Poker Run.Slash-X Cafe, Barstow. Info 619/252-1197 or 256-8617.
FLORIDA ROAD RACE
AMA/CCS. Moroso Motorsports Park, West Palm Beach. Info 407/793-3394 or 622-1400.
ILLINOIS MOTOCROSS/HARE SCRAMBLES
AMA/D-17. Lincoln Trail Motosport, Casey. Info 217/932-2041.
INDIANA MOTOCROSS
Read's Racing Unlimited, Inc. Trojan Speedway, North Webster. Info 219/594-2649 or 594-2974.
MICHIGAN MOTOCROSS
AMA/D-14. Moreland's MX Park, Stanton. Info 517/235-4105.
NEW JERSEY MOTOCROSS
AMA/13th Annual Kawasaki Race of Champions. Raceway Park, Englishtown. Info 201/446-6331.
TEXAS ROAD RACE
Texas Sportbike Assn. Coors Extra Gold Challenge Series. Texas Heritage Center, Austin. Info 512/444-7482.
WISCONSIN DRAGS
Great Lakes Dragaway, Union Grove. Info 414/878-3783 or 462-5520.

October 22

ALABAMA MOTOCROSS
• Southeastern C'ship Series. Circle MX Park, Tallahassee. Info 205/263-5409.
CALIFORNIA MOTOCROSS
• SMX. Glen Helen OHV Park, San Bernardino. Info 714/583-7486.
CALIFORNIA HARE & HOUND
• AMA/D-37/100's MC. Johnson Valley C'ship Nat'l H&H. Soggy Dry Lake Area, Johnson Valley. Info 619/248-6576.
CALIFORNIA MOTOCROSS
PRRA Fall Series. Hollister Hills, Hollister. Info 415/968-1599.
CALIFORNIA MOTOCROSS
• CRC. Edwards A.F.B., Edwards. Info 805/272-8889.
CALIFORNIA TRIAL
PITS Series. Ridge Runner Trial, Santa Cruz. Info 209/293-4768 or 916/753-2519.
CALIFORNIA VINTAGE MX
AHRMA/Dick Mann's Dirt Bike Rally. Sand Hill Ranch, Brentwood. Info 419/253-4442 or 829-6091.
CALIFORNIA MOTOCROSS
DRC. DeAnza Cycle Park, Sunnymead. Info 714/653-6110 or 242-5840.
CALIFORNIA MOTOCROSS
GFI Racing. Perris Raceway, Perris. Info 714/788-5853.
CALIFORNIA MOTOCROSS
Passmore MX Promotions. Huron Cycle Park, Huron. Info 209/875-9134.
CALIFORNIA ENDURO
Oakland MC. Jackhammer Enduro. Fouts Springs, Stonyford. Info 707/255-1472.
CALIFORNIA MOTOCROSS
• CMC. Marysville E Street Track, Marysville. Info 916/695-2727.
FLORIDA MOTOCROSS
Gold Cup Series. Ocala MX Park, Ocala. Info 813/822-8929.
GEORGIA MOTOCROSS
Rough Riders MX Track, Rome. Info 404/234-7561 or 295-1901.
ILLINOIS SHORT TRACK/HARE SCRAMBLE
• Splinter Creek Dirt Riders, Inc. Fosterburg. Info 618/254-9539.
INDIANA HARE SCRAMBLES
Haspin C'ship Series. Haspin Acres, Laurel. Info 317/827-0952.
INDIANA HARE SCRAMBLE
Buddy HS. Red Fox TNT, Lynnville. Info 812/985-9459.
KANSAS HARE SCRAMBLES
KORR C'ship Series. Caldwell. Info 316/945-8221.
KENTUCKY MOTOCROSS
MX, Inc. U.S. 60 Raceway, Hardinsburg.Info 502/935-7674 or 833-2706.
MARYLAND MOTOCROSS
• AMA/D-7. Antietam MC, Hagerstown. Info 301/797-8686.
MASSACHUSETTS MOTOCROSS
Motocross 338, Southwick. Info 413/569-6801 or 569-0777.
MASSACHUSETTS HARE SCRAMBLE
NETRA C'ship Series. Sleepy Hollow MC, South Central. Info 203/875-5757.
MICHIGAN MOTOCROSS
MRA. Wheel Wars Raceway, Harrison. Info 517/539-7308.
MICHIGAN MOTOCROSS
MRA. Log Road TNT, Coldwater. Info 517/522-4380.
MISSISSIPPI MOTOCROSS
Rolling Hills MX, McComb. Info 504/664-4297 or 601/684-2471.
MISSISSIPPI MOTOCROSS
Central MS MX Assn. Pearl. Info 601/939-2017 or 939-5077.
MISSISSIPPI MOTOCROSS
Midsouth MX Assn. Cedarlake MX Park, Byhalia. Info 601/393-0742 or 901/386-3256.
MISSOURI HARE SCRAMBLE
Missouri Mudders Enduro Riders. St. Joe State Park, Flat River. Info 314/291-7091.
NEVADA MOTOCROSS
Silverstate MX, Carson City. Info 702/322-4311.
NEW YORK MOTOCROSS
• WNYSC Fall Series. T & P , Little Genesee. Info 716/594-0482 or 372-3849.
NEW YORK ROAD RIDE
Woodstock MC. British bikes only. Town Center, Woodstock. Info 914/679-2051.
NEW YORK MOTOCROSS
AMA/D-34/Metropolitan Sports Committee. Walden Playboys MC, Wallkill. Info 914/883-6125.
NEW YORK HARE SCRAMBLES
AMA/New York H.S. Series. Square Deal Riders MC. Thunder Ridge MX Park, E. Edmeston Info 315/682-8017.
NEW YORK HARE SCRAMBLES
AMA/Eastern Long Island MC. The Nutcracker H.S. Manorville. Info 516/752-0944 or 752-7094.
NORTH CAROLINA MOTOCROSS
AMA. Devil's Ridge MC, Sanford. Info 919/776-2412.
OHIO HARE SCRAMBLE
AMA/D-12 & 14/Glass City MC. Delta Motorsport Park, Delta. Info 419/822-3286 or 476-2312.
OHIO TRIALS
AMA/Trials, Inc. Observed Trials. Mantua. Info 216/543-7716.
OHIO MOTOCROSS
• Morristown Raceway Park, Morristown. Info 614/782-1015.
OHIO MOTOCROSS
• AMA/D-11. Dirt Country MX Park, Blanchester. Info 513/625-9987 or 791-8970.
OHIO SHORT TTRACK
All Pro-Motions, Inc. Burbank Sports Arena, Burbank. Info 216/624-2852.
OHIO HARE SCRAMBLES
Mansfield MC, Mansfield. Info 419/524-1347.

OHIO MOTOCROSS
CRA. Amherst Meadowlarks MC, Amherst. Info 216/988-9100.
OHIO HARE SCRAMBLE
CRA. 100 Mile Bun Buster. Malvern Moto Sport Park, Malvern. Info 216/669-3504.
PENNSYLVANIA HARE SCRAMBLES
AMA/D-6. Flying Dutchmen MC, Pine Grove. Info 717/345-6340 or 345-8918.
PENNSYLVANIA MOTOCROSS
AMA/D-5/Racer Productions. PA State C'ships. Brownsville-Luzerne Park, Brownsville. Info 304/594-1157.
RHODE ISLAND ENDURO
AMA Nat'l C'ship Series. Rhody Rovers MC, W. Greenwich. Info 401/397-3076.
TENNESSEE MOTOCROSS
Mega Series. Top Gun Showdown, Show & Vintage MX. Muddy Creek Raceway, Blountville. Info 615/323-5497.
TENNESSEE MOTOCROSS
• Carthage MX Raceway, Carthage. Info 615/735-9319 or 735-2966.
TENNESSEE SAND DRAGS
• West Tenn. Sand Drags, Inc. Friendship. Info 901/656-2320.
TENNESSEE ENDURO
SETRA C'ship Series. New Lookout Mountain Enduro. Chattanooga. Info 404/987-4094.
TEXAS MOTOCROSS
• Burleson MX Park, Burleson. Info 817/295-8908 or 295-1760.
TEXAS CROSS COUNTRY
TCCRA 50 Mile Series. Flying P, Weatherford. Info 214/561-4084 or 581-5359.
TEXAS HARE SCRAMBLES
South TX H.S. C'ship Series. Trail Riders of Houston. Somerville. Info 713/251-7339.
TEXAS MOTOCROSS
• Skeeter MX, Alvin. Info 409/925-4232.
VIRGINIA MOTOCROSS
AMA/D-13/ T & M Racing. SME, Dillwyn. Info 919/473-5407.
WASHINGTON MOTOCROSS
Squisher Racing. Horn Rapids ORV, Richland. Info 509/837-3595.

October 27

CALIFORNIA STADIUM MX
• CMC. Sacramento Raceway Park, Sacramento. Info 916/363-2645.
CALIFORNIA MOTOCROSS
• CMC/Agajanian Enterprises. Ascot South Bay Stadium, Gardena. Info 213/321-5323.
CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
DELAWARE SHORT TRACK/SUPERCROSS
• Seaford Speedway, Seaford. Info 302/335-4386 or 629-6535.
GEORGIA SUPERCROSS
Riverside Supercross, Inc., Calhoun. Info 404/625-5328 or 629-4114.
MICHIGAN MOTOCROSS
MRA. Milan Excitement City, Milan. Info 517/522-4380.
SOUTH CAROLINA SUPERCROSS
Riverside Supercross, Marietta. Info 803/895-3569 or 836-7319.

October 28

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848 or 477-5389.
ALABAMA MOTOCROSS
• Gary's Warrior MX, Warrior. Info 205/647-0562 or 669-4572.
CALIFORNIA MOTOCROSS
• GFI Racing Super Saturday. Perris Raceway, Perris. Info 714/788-5853.
CALIFORNIA SHORT TRACK
• R & D Enterprises. Monterey County Fairgrounds, Monterey. Info 408/449-7367.
CALIFORNIA SHORT TRACK
• Dirt Sport Promotions. Formula DTX/Class C. Carlsbad Raceway, Carlsbad. Info 619/489-5823.
CALIFORNIA MOTOCROSS
Ventura Raceway, Oxnard. Info 805/656-1122.
FLORIDA MOTOCROSS
Orange County Raceway, Orlando. Info 407/568-2271.
FLORIDA MOTOCROSS
FMC Fall Series. MX of Marion County, Reddick. Info 904/591-2050 or 591-2377.
FLORIDA MOTOCROSS
R & R Racing. Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA SHORT TRACK
Boss Hogg Speedway, Youngstown. Info 904/722-9680 or 769-0542.
GEORGIA SUPERCROSS
Knucklesville SX, Dahlonega. Info 404/864-8735.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
INDIANA MOTOCROSS
Read's Racing Unlimited, Inc. Trojan Speedway, North Webster. Info 219/594-2649 or 594-2974.
KENTUCKY MOTOCROSS
Edmonson County MX, Brownsville. Info 502/286-8334.
OHIO SHORT TRACK
Deerfield Speedway, Deerfield. Info 216/584-9583.
OHIO SUPERCROSS
• Professional SX Park, Lucasville. Info 614/259-4672.
OHIO MOTOCROSS
AMA/D-11. Muskingum Valley MX Park, Zanesville. Info 614/796-4745 or 452-7415.
TENNESSEE MOTOCROSS
I-40 Race Park, Lenoir City. Info 615/637-7041 or 693-2915.
TEXAS MOTOCROSS
• Mosier Valley MX Park, Euless. Info 817/540-0815.

October 28-29

CALIFORNIA MOTOCROSS
• Racing Ent. Commotion by the Ocean II. Carlsbad Raceway, Carlsbad. Info 619/727-1171 or 484-1441.
FLORIDA ROAD RACE
AMA/CCS U.S. Twin Sports Road Race Series. Daytona Int'l Speedway, Daytona Beach. Info 704/684-4297.
ILLINOIS MOTOCROSS
AMA/D-17. Lincoln Trail Motosports, Casey. Info 217/932-2041 or 312/934-0929.
OKLAHOMA MOTOCROSS
NMA/Domino's Pizza Fall Nat'ls. Ponca City. Info 405/762-3635.
TEXAS DRAGS
• Dragbike! USA Nat'l C'ship Series. 9th Annual Lonestar Nat'ls. Houston Raceway Park, Houston. Info 315/735-1661.

October 29

CALIFORNIA DESERT RACE
AMA/D-38/Fudpucker Racing Team. Notorious Dawg. Imperial County, Plaster City East. Info 619/427-5759.
CALIFORNIA MOTOCROSS
• Argyll Park, Dixon. Info 916/678-3592.
CALIFORNIA ENDURO
D-37/Checkpoint MC. Bad Mountain Enduro. CANCELED Dry Lake, Rand Mtns. Info 213/438-6527 or 714/643-9108.
CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA TRIALS
ATA Series. Technique. Lucerne Valley Info 714/841-2929 or 213/843-4415.
CALIFORNIA ROAD RACE
AMA/AFM Am. Racing. Sears Point Int'l Raceway, Sonoma. Info 707/938-8448.
CALIFORNIA GRAND PRIX
SRA. Glen Helen OHV Park, San Bernardino. Info 714/880-1733.
DELAWARE ENDURO
ECEA C'ship Series. Delaware Enduro Riders, Bear. Info 302/834-4411.
DELAWARE MOTOCROSS
• AMA/D-7/First State Racing. Delaware State Fairgrounds, Harrington. Info 302/678-2440.
FLORIDA MOTOCROSS
FMC/Florida Gold Cup Series. MX of Marion County, Reddick. Info 904/591-2050 or 591-2377.
GEORGIA TRIALS
STRA C'ship Observed Trials Series, Round 9. Cleveland. Info 615/967-3008 or 205/967-3033.
INDIANA MOTOCROSS
• AMA/D-15. Hoosier Hilltoppers. Uniontown Clubgrounds, Uniontown. Info 812/522-1522.
INDIANA HARE SCRAMBLES
Plymouth Blackhawks MC, Burr Oak. Info 219/259-0103 or 842-2224.
IOWA ENDURO
Iowa Enduro Series. Waterloo. Info 515/279-3962.
KANSAS HARE SCRAMBLES
KORR C'ship Series. Sprockets. Info 316/945-8221.
KENTUCKY MOTOCROSS
AMA. Pendleton Co. Rec. Park, Gardnersville. Info 606/472-3442.
MASSACHUSETTS MOTOCROSS
• NESC C'ship Series. Middleboro. Info 413/772-0685.
MISSISSIPPI MOTOCROSS
Central MS MX Assn. Pearl. Info 601/939-2017 or 939-5077.
MICHIGAN MOTOCROSS
MRA. Log Road TNT, Coldwater. Info 517/522-4380.
NEVADA MOTOCROSS
Fall Series. Silverstate MX, Carson City. Info 702/266-3772 or 322-4311.
NEVADA HILLCLIMB
AMA/D-36/Western States Racing Assn. Reno. Info 702/355-1602.
NEW YORK MOTOCROSS
WNYSC Fall Series. Silvarole's Batavia Moto Park, Batavia. Info 716/272-0741 or 594-0482.
NEW YORK ROAD RIDE
Woodstock MC. British bikes only. Woodstock Green, Town Center, Woodstock. Info 914/679-2051.
NEW YORK MOTOCROSS
• AMA/D-3. Broome-Tioga Sports Center, Binghamton. Info 607/648-4997.
NORTH CAROLINA DRAGS
SCRA Series. Farmington Dragaway, Farmington. Info 919/697-7690.
NORTH CAROLINA MOTOCROSS
Silver Creek Knob MX Park, Morganton. Info 704/584-2808.
OHIO TRIATHLON
Short track & TT. Deerfield Speedway, Deerfield. Info 216/584-9583.
OHIO SHORT TRACK
All Pro-Motions. Burbank Sports Arena, Burbank. Info 216/624-2852.
OHIO MOTOCROSS
CRA. Ohio Int'l Raceway, Ravenna. Info 216/369-5993.
OKLAHOMA ENDURO
Black Jack Enduro Circuit. Oklahoma City. Info 918/438-3388.
OREGON GRAND PRIX
MXNW Series. Mt. View Raceway, Sandy. Info 503/668-9409.
PENNSYLVANIA CROSS COUNTRY
Wiseco/AMA/Yamaha Grand Nat'l Cross Country Series. Pumpkin Run. Mt. Morris. Info 304/594-1157.
RHODE ISLAND TRIALS
NETA C'ship Series, Round 11. Rhody Rovers. Chepachet. Info 617/695-1506 or 401/333-0523.
SOUTH CAROLINA MOTOCROSS
AMA. Fall Series. Sandhill MX, Chesterfield. Info 803/623-2036.
SOUTH CAROLINA MOTOCROSS
• NAME Fall Series. Camp Coker, Society Hill. Info 919/342-4492 or 875-3805.
TENNESSEE MOTOCROSS
• Thunder Hill MX, Cleveland. Info 615/479-1340 or 472-6248.
TENNESSEE MOTOCROSS
Smoky Mountain MX, Pigeon Forge. Info 615/453-6145 or 428-0718.
TEXAS MOTOCROSS
• Skeeter MX, Alvin. Info 409/925-4232.
WASHINGTON MOTOCROSS
Squisher Racing. Horn Rapids ORV Park, Richland. Info 509/837-3595.
WASHINGTON ENDURO
NMA Enduro Series. Mt. Baker MC. Cowbell. Bellingham. Info 206/943-1559.

FREE CALENDAR LISTING

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form.

Event date: _____

Type of event: _____

Event sanction/promoter/sponsoring club: _____

Location of event: _____

City/Town: _____ State: _____

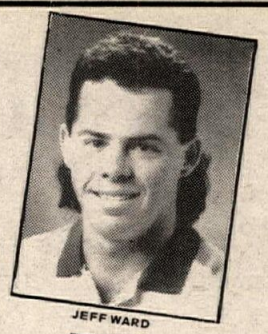
Phone number (with area code)

for more information: _____

Your name: _____

THIS WEEKEND

13th Annual
KAWASAKI Motocross
RACE OF CHAMPIONS '89
OCTOBER 21 & 22, 1989
OLD BRIDGE TOWNSHIP
RACEWAY PARK
ENGLISHTOWN, N.J.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RON LECHIEN

JEFF MATIASEVICH

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Jay Irwin or Ken Landerman At Raceway Park
201-446-6331

• The race you've read and heard so much about is coming your way very soon. You can race and talk to your favorite pro motocrossers as everyone is welcome in the pits at all times at Raceway Park.
• See many of your favorite pro factory motocross racers including JEFF WARD, RON LECHIEN, JEFF MATIASEVICH and many more pros straight from the 500cc outdoor national series. PLUS . . . Kawasaki Team Green support racers from all over the U.S.A. with technician assistance by Jeff Chambers, Skip Norfolk, and Jose Gonzalez.
• Special women's feature class on Sunday. More than a dozen of the countries top women motocross racers entered already.
• No pre-entry necessary but advised. All pre-entries save $10.00 on first class entered if pre-entered by October 12th.
• All trophy classes except 4-wheel Quad and +25 will be able to compete at this two day special event. Trophy class racers will run a 3 moto format (2 on Saturday & 1 on Sunday) Pro's and expert practice and race Sunday only with a 2 moto format.
• This event to reported and covered with full color and black and white photo coverage in SUPER MOTOCROSS, MOTOCROSS ACTION, MOTO SPORTS, CYCLE NEWS, CYCLING EAST, AND RACEWAY NEWS.

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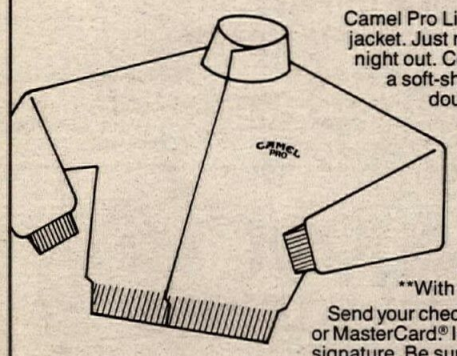

Camel Pro Limited classically styled lightweight jacket. Just right for casual day wear or an informal night out. Contemporary, understated styling with a soft-shine "chintz" finish. Neatly tailored with double needle stitching. $60 retail value just **$39.95.*** White. S, M, L, XL, XXL.

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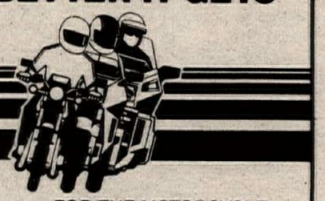

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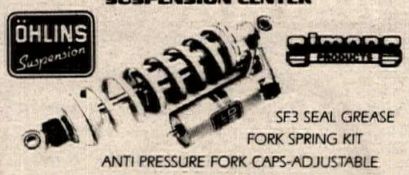
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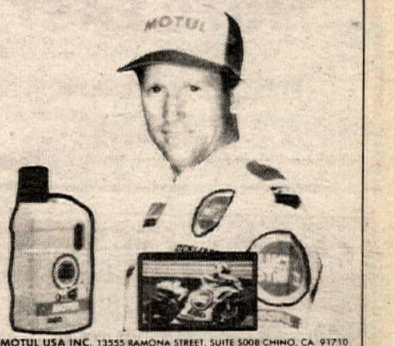
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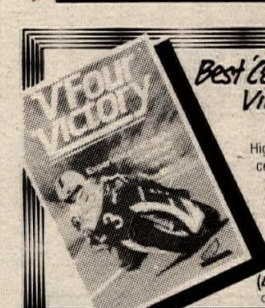

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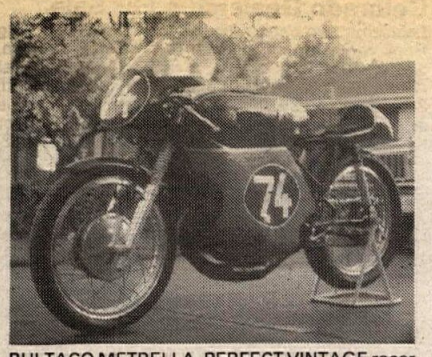

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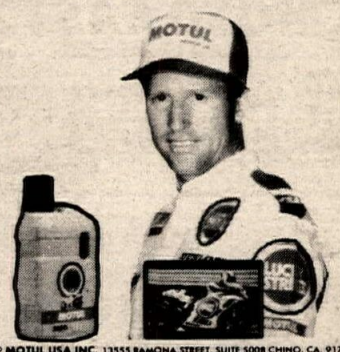

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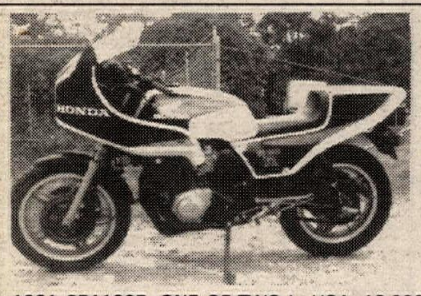

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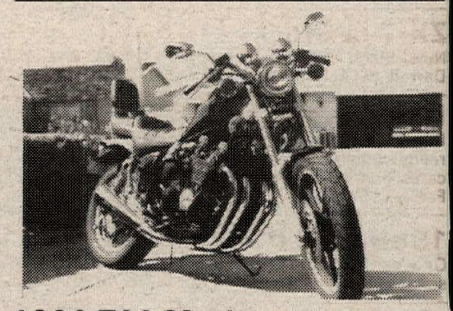

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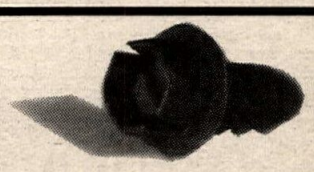

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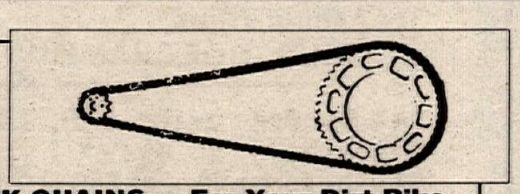

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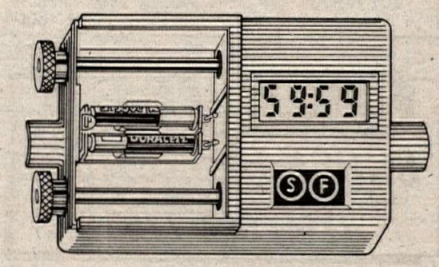

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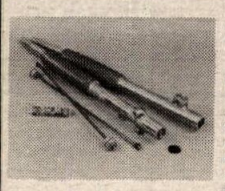

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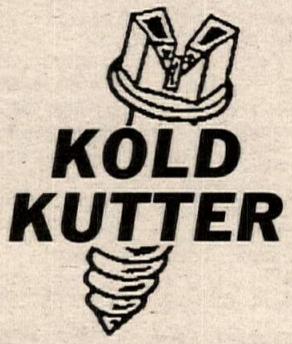

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RESULTS

Flat Track
Mid-State Frgrds
Paso Robles, CA
Sept. 9
By Mike Vancil

P/W 50
Kenny Hess Yam
Bryan Grier Yam
Joseph Wighton Hon
Nick Tedeschi Suz
MINI 80
Johnny Murphree Kaw
Anthony Herrera Kaw
Garrett Beanway Suz
250 JR
Patrick McDaniel Yam
Dan Hart Kaw
Adam Enticknap Hon
Lonnie Pauley Yam
500 NOV
Larry Crawford Yam
Allen Griswold Yam
Mike Reynolds Yam
William Luker Hon
Aaron Cervantes Kaw
500 JR
Dan Argano Hon
Adam Enticknap Hon
Robert Atkins Rtx
Scott Creager Yam
Gary Ritchie Yam
500 T/W
Vance Beltran Hon
Adrian Lima Yam
Chalen Beltran Hon
600 JR
David Freeze Yam
Scott Creager Yam
Patrick McDaniel Yam
Dan Argano Hon
Steven Grier Yam
VET
Kevin Crowley Rtx
Allen Griswold Yam
Ron Bryd Yam
Tony Herrera BSA
Chuck Gorrill Yam
600 EX
Jon Nunez Rtx
Randy Bereman Rtx
John Pack Hon
Kevin Crowley Rtx
Danny Ritchie Yam

Hare & Hound
Cherry Creek Classic
Young, AZ
Sept. 10
By Michael Ross

OPEN EX
Garth Sweetland Hon
Jeff Darland KTM
Todd Johnson KTM
250 EX
Mark Miller KTM
Pat Prosser KTM
Daniel Marchand Hon
Ken Kozlik Kaw
OPEN AM
Bob Kirkwood Hon
David Gilbert Hon
250 AM
Dirk Lange Hon
Stacey Miller Yam
Todd Smith Hon
Neal Ignace Hon
Bryan Bruning Yam
200 AM
Destry Abbott KTM
Andy Reid Hon
Richie Church Hon
OPEN NOV
Dave Dougan Hon
Clint Brown Yam
Jimmy Francis KTM
George Hartsock Yam
250 NOV
Mike Maier
Mark Winkelman Hon
Marty Mihay Hon
David Forsyth Hon
Wes Chapman Hon
Rick Darby Suz
200 NOV
Brandon Beggs KTM
Mike Fought Yam
Michael Harris Yam
Allan Schaible Yam
William Rowe Hon
4-STRK
Mike Dickey Hon
Kevin Thonhoff Hon
OPEN BEG
Ryder Wolf Hon
Kirk Yankowsky Yam
Leif Bymoen Hon
Doug Bays KTM
Kenny Johnson Hon
250 BEG
Shawn Schmitz Hon
Joseph Seginski Hon
Arthur Throckmorton Hon
Hank Laporte KTM
Patrick O'Connell Hon
200 BEG
Brett Birmingham Hon
Micach Chlarson Hon
Mike Garcia Yam
Jason Alegria Yam
Nick Kochenderfer Suz
LADIES
Alicia Turner Hon
Tamara Nieto Hon
Liz Paquette Suz
38+ EX
Elton Ongley Hon
Boyd Abbott KTM
Wayne Decklever Kaw
Rob Beggs KTM
Jerry Smith Hus
30+ AM
Kenneth Stumpff Hon
Alan Wheatcroft Hus
30+ NOV
Ron Smith Hon
Barry Myers Hon
Mark Clark Suz
Olen E. Webb Jr. KTM
Robert Cline Yam
Neil Goodell Hon
40+ NOV
Gerard Freedman Hus
Iden Wilke KTM
Ed Taylor Kaw
Fred Wilson Hon
30+ BEG
Steve Holland
Mike Furr ATK
Larry Beshaw C-A
Sam Pinckard Hus
Bruce Muster KTM
Russ Freund Hon
45+ OTHG
Ron Zellitti KTM
Hugh Dunlap Hon
50+ SR
John Kozlik Hon
JoeProsser KTM
Delbert Garst KTM
Dal Langham ATK
Merrill Robbins KTM
DINO V
Michael Wadding Yam
Robert Neill Mai
Alan Bennett
DINO C
David Trombley Hon
Mike McGough Kaw
Michael Hack Hus
BUDDY
Lillie Sweetland/ Matt Brown Kaw
Ron Willoughby/ Gregory King Kaw
MINI 91 AM
Mike Shivers Kaw
Robbie Vermillyea Yam
Tony French Hon
SPORTSTER RUN RACER
Floyd Fisher KTM
David Zook Hon
Jim Edwards Yam
Chris Woods Yam

Motocross
American Motosports
New Plymouth, OH
Sept. 17

125 A
Carl Williams Kaw
Todd Sizemore Kaw
Willis Grooms Hon
250 A
Bradley Wood Kaw
Todd Sizemore Kaw
Willis Grooms Kaw
MICRO MINI
Jeff Gibson Yam
Corey Arnold Yam
Josh O'Rourke Yam
Brian Bartlett Yam
65
Damian Burkhart Kaw
Scott McMillian Kaw
Jeremy Berwanger Kaw
Eric Case Kaw
MINI JR
J.D. Collins Kaw
Doug Williams Kaw
Ray Denig Kaw
Scott McMillian Kaw
MINI SR
Tommy Collier Suz
Robbie Sturgill Kaw
Roland Diamond Kaw
Shane Peck Yam
SCHBY
Tommy Pugh Hon
Jason Williams Kaw
Shawn Ehrhart Suz
Adam Merrick Hon
125 B
Phillip Sizemore Kaw
Tommy Pugh Hon
Bill Burba Kaw
Jason Williams Kaw
125 C
Shawn Ehrhart Suz
Chris Haffer Hon
Jeremy Primmer Hon
Bobby Roseberry Kaw
250 B
Joey Defelice Kaw
Scott Rothenbush Hon
Don Lewis Kaw
Mark Kaho Yam
250 C
Mike Ross Hon
Rob Snavely Suz
Roger Nichols Kaw
Scott Cottrill Kaw
OPEN B
Jeff Miller ATK
Brian Potts Hon
Kenny Woods Hon
Larry Berry Yam
25 PLUS
Bradley Wood Kaw
Jeff Miller ATK
Bill Reiss Hon
Paul Cupp Suz
VET
Bill Reiss Hon
Mark Kaho Yam
Paul Cupp Suz
John Winkle Yam
40 PLUS
William Hoover Hon

Motocross
North Texas State
C'ship Series Round 1
Wolfcreek MX Pk
Wolfcreek, TX
Sept. 17
By Kathi Edwards

50
Johnny Marley Yam
Ryan St. Cry Yam
J.R. Patrono Yam
John Kendall Yam
Robert Lay Yam
60
Bubba Ellis Hon
Aaron Selden Kaw
Charley Bogard Kaw
Brandon Bloxom Kaw
Johnny Marley Kaw
80 BEG
Jeremy Gray Kaw
Mike Boliver Kaw
Casey Cheatham Kaw
Brandon Parks Hon
Mathew Feil Kaw
80 NOV
Joey Pratt
Jason Narramore Kaw
Jeb Stuart Hon
Matt Goleman Suz
Charles Booth Hon
80 INt
Robbie Reynard Kaw
Kevin Bloxom Kaw
Cody Green Hon
Brad Woolsey Hon
Steve Olson Hon
80 OPEN
Robbie Reynard Kaw
Brad Woolsey Hon
Cody Green Hon
Jeremy Gray Kaw
Joey Pratt Kaw
125 BEG
Albert Doty Kaw
Jason Reynolds Kaw
Jon Calame Kaw
Brad Haydicky Suz
Chip Burrell Yam
125 NOV
Lanny Cox Kaw
Che Rotramble Suz
Doug Gill Hon
Mark Russell Hon
Jeff Reid Hon
125 INT
Jason Edwards Kaw
Brian Carlson Kaw
Troy Smith Hon
Casey Osborne Kaw
Jeremy Meulman Kaw
125 OPEN
Todd Bates Hon
Casey Osborne Kaw
Mike Shirley Suz
Brian VandenBout
Lanny Cox Kaw
125 EX
Roy Schellenberger Kaw
Dennis Hawthorne Kaw
Jason Upshaw Hon
Clay Hoenshell Suz
Cliff Palmer Suz
Clay Branch Suz
250/OPEN BEG
Alan Isbell Hon
Fred Robinson Hon
Mark Bates Kaw
Carol Key Hon
Greg Hall Kaw
250 NOV
Scott Hester Yam
Ronnie Mitchell Cag
Kenny Long Suz
James Williams Kaw
Lance Sewell Hon
250 INT
Jason Edwards Kaw
Todd Bates Yam
Ken Elliff Hon
Troy Smith Hon
250 EX
Dennis Hawthorne Kaw
Roy Schellenberger Kaw
Jason Upshaw Hon
Cliff Palmer Suz
Terry Tinney Kaw
500 OPEN
David Myers Kaw
David Baskin Hon
Erick Poston Kaw
Derrick Sims Kaw
Greg Franks Jaw
OVER 25
Steve Pate Yam
David Myres Kaw
Dan McKinnley Yam
Bruce Dugan Hon
Sean Knaack Kaw
30 NOV
Scott Isbell
Ricky Rowe Hon
John Talbot Hus
Ronnie Kine Yam
Bryan Haney Hon
30 INT
Jerry Joiner
Scott Hester Yam
Russell Smith Hon
Lonnie Hale Yam
Eddie Pate Hon
30 EX
Pete Watson Yam
Robert Reynard Kaw
Nat Segovia
Billy Smith Hon
Rick Curtis Hon
VINT AM
Steve Simpson
Jack Thompson
Roger Dilley Yam
Dave Allard Yam
Carlton Williams AJS
VINT MSTR
Billy Smith
Marvin Shockey Suz
Richard Martin Hon
Toney Mosley
J.K. Ott Yam

Drags
AMA Indiana ABATE
Harley Nat'ls
Bunker Hill Dragaway
Bunker Hill, TN
Sept. 16 & 17

T/F
Pete Hill
Jack Romine
A/F
Happy Ring
Chuck Foreman
B/F
Michael Roland
Russ Hendron
T/G
Franz Ekstam
Gary Sinks
P/S
Jimmie Roberson
Junior Pippin
S/FL
Charlie Bookmiller
Mark Knickerbocker
EV/XL
Robert Radats
M/FL
Ed Yager
James Bean
SM/FL
Alan Woolf
Pat Server
M/XL
Gary Milligan
Charles Bernett
SM/XL
Rob Tillison
Ray Gunther
H/S
Dale Beyer
Glenn Cline
D
Tony Reagin
Keith McLaughlin
T
Jim Cooley
Billy Lockhart
SS/FL
Paul Putt
Tony Rodriquez
SS/XL
Randy Rule
Don Boardman

Motocross
Moreland's MX, Inc.
Stanton, MI
Sept. 23
By Michelle Moreland

50 AUTO
Jeff Cade
80 7-11
Ahmad Owens
Justin Smith
LeRoy Magoon
Dan Kauffman
Jerry Cliaffins
80 C
Ryan Damm
Brian Gilkisen
Adam Arntz
125 JR
Brad Kress
Tim Schicke
Jamie Cabe
WDS 40-49
Ron Sage
R.L. Martin
250-OPEN C
Ryan Wratherby
Scott VanderMeulen
Brad Catlin
Scott Showers
Scott Neros
WDS 30-39
Gary Saya
William Harris
Brian Deimling
Richard Carmien
Mark Petersen
125 A
Darren O'Boyle
Brad Kress
Nick Egle
Craig Altman
125 B
James Breedlove
Tim Bing
Jason Bigelow
Tim Schocke
Nathan Beck
125 C
Mark Cooper
Jeff Held
Eric Henderson
Chad Scholten
James Kendall
250 A
Tim Dalman
Dan Chapin
Todd Parent
250 B
Joe Mesh
David Miller
Bob Jenema
Mark Webster
Allen Fredrickson
25+
Allan Fredricksen
Jon Hansen

Motocross
Gran Prix Rcwy MX
Canal Fulton, OH
Sept. 23
By Peggy Adamic

50
Derek Knack Yam
Fred Purnell Yam
Jeff Burton Yam
80 12-13
Jeremy Lawson Kaw
Brian Bellinger Kaw
Jamie Martin Hon
80 14-15
Mark Stalnaker Hon
John Johnson Hon
125 SCHBY
Kevin Deyling Yam
Rick McGuire Hon
Joe Lawson Hon
Jason Smarr Yam
125 A
Gene Kelley Suz
125 B
Jack Steele Hon
Bill Koleno Yam
Chris Bodo Hon
Allen Beech Yam
David Knittle Suz
125 C
Roland Heard Hon
Dave Kacmar Hon
Dave Bodo Hon
Mike Montgomery Yam
John Cooper Hon
250 B
Jack Steele Hon
250 C
Chip Adams Kaw
Dan Morgan Cag
Tony Olszko Kaw
Brian Baker Yam
Ty Myers Kaw
OPEN B
Keith Spitler KTM
SR 1
Dan Morgan Cag
Unknown
Ray Flanagan KTM
Raymond Yutsey Yam
Randy Sutton Hon
SR 2
Jerry Boyd Hon
Tom Knapp Yam
Tony Olszko Hon

Motocross
North Texas State
C'ship Series Round 2
Burleson MX Pk
Burleson, TX
Sept. 24
By Kathi Edwards

50
J. Marley Yam
D. Weygandt Yam
D. Fountain Yam
J. Bates Yam
J. Kendall Yam
60
B. Ellis Hon
C. Bogard Kaw
J. Quick Kaw
M. Davis Kaw
S. SMith Hon
80 NOV
J. Pratt Kaw
M. Goleman Suz
M. Kurz Suz
F. Mitchell Hon
C. Booth Kaw
80 INT
K. Bloxom Kaw
R. Reynard Kaw
C. Green Hon
C. Latham Kaw
B. Woolsey Hon
80 BEG
C. Cheatham Kaw
J. Gray Kaw
J. Martin Kaw
M. Feil Kaw
M. Boliver Kaw
80 OPEN
J. Pratt Kaw
R. Reynard Kaw
C. Latham Kaw
T. Franklin Kaw
C. Green Hon
125 BEG
A. Doty Kaw
G. Rose Yam
T. Cookey Kaw
C. Burrell Yam
D. Trapp Hon
125 NOV
C. Rotramble Suz
D. Boyd Kaw
J. Case Hon
J. Lincoln
B. Bell Hon
125 INT
J. Edwards Kaw
T. Bates Hon
J. Talley Kaw
B. Carlson Kaw
A. May Hon
125 OPEN
T. Bates Hon
J. Talley Kaw
C. Osborne Kaw
M. Shirley Suz
B. Kelly Kaw
125 EX
R. Schellenberger Kaw
D. Hawthorne Kaw
C. Palmer Suz
J. Upshaw Hon
C. Hoenshell Suz
250/OPEN BEG
G. Hall Kaw
C. Rainwater Hon
D. Wilson
M. Bates
F. Robinson Hon
250 NOV
J. Booth Kaw
J. Watson Yam
J. Wilson Kaw
J. Williams Kaw
P. Bishop Hon
250 INt
J. Edwards Kaw
K. Hagins Yam
K. Mundie Kaw
K. Elliff Hon
T. Silence Hon
250 EX
C. Palmer Suz
D. Hawthorne Kaw
C. Hoenshell Suz
G. Goodman Yam
K. Howard Suz
500/OPEN
J. Marley Kaw
D. Myres Kaw
D. Baskin Hon
J.B. Morris Kaw
D. Sims Kaw
25
S. Pate Hon
D. Myers Kaw
K. Mundie Kaw
D. Daft Yam
D. McKinley Yam
30 NOV
K. Rivers Hon
R. Rowe Hon
L. Colvid Hon
D. Hagins Yam
B. Haney Hon
30 INT
S. Hester Yam
J. Joiner Kaw
R. Smith Hon
R. Hardman Suz
D. Jones Kaw
30 EX
K. Stillwell Kaw
B. Smith Hon
P. Watson Yam
S. Roberts Hon
E. Hays Kaw

Scrambles
Central Illinois MC
Mattoon, IL
Sept. 24
By George Hinthorn

P/W
Shannon Wright Yam
Jason Fischer Hon
Justin Filson Yam
Nick Williams Yam
Josh Toungett Yam
65
Shane Garrisson Kaw
Randy Smith Hon
Jim Hildenbrand Suz
MINI
Dan Dotson Hon
Chris McNutt Yam
Shane Garrisson Yam
Damian Poe Suz
125
Dan Dotson Yam
Dave Stanfield Kaw
Randy Lawrence Suz
Robt. Lucas Kaw
Shawn Garrisson Suz
200
Chad Butler Kaw
Matt Collier Suz
John Lambrick
Mark Augenstein Suz
Mike Collier Hon
250
Dan Carter Hon
Doni Holeman Hon
Tom Sutton Hon
John Lambrick
Todd Steverson Yam
400
Troy Fischer Hon
Tom Sutton C-A
Peter Barnosky Hus
Rog Henning Yam
Les Schackmann Hon
500
Aaron Crockett Rtx
Kyle Long Yam
Rick Knuth Rtx
Ed Heiden Hon
Jim Hinthorn Hon
SR
Dan Williams C-A
Jeff Chisam Rtx
Geo Collins Hon
Dave Stanfield Yam
OPEN
Aaron Crockett Rtx
Kyle Long Hon
Kerry Grove Yam
Rog Henning Yam
J.B. Henning Yam

Motocross
Mosier Valley MX Pk.
Euless, TX
Sept. 29
By Renee Cordray

250 NOV
Tracy Hayes Hon
Mark McNeill Yam
Mark Eades Hon
Bill Flemin Suz
Ralph Ragland Suz
125 NOV
Jack Stockton Kaw
Jeff Deas Kaw
Bobby Brewer Yam
OPEN NOV
Pat Koch Hon
Kent Sears Yam
Dana Greenwalt Hon
OVER 30
Jerry Hill Suz
Vernon Patterson Yam
Jeff Haney Hon
Kinnie McGraw
50
Dusty Fountain Yam
Adam Little Yam
J.R. Patrono Yam
Trent Taylor Yam
Frankie Berber Suz
60
Aaron Selden Kaw
Keith Fletcher Kaw
Charley Bogard Kaw
Jason Eckhoff Hon
Michael Medford Jr. Kaw
80 BEG
Casey Cheatham Kaw
Chris E. Day Kaw
Matt Feil Kaw
Bryan Pierce Kaw
Mark Scherer Kaw
80 NOV
Scotty Rice Suz
John Heath Suz
David Abshire Hon
125 BEG
Marvin McCoy Hon
Ralph R. Shelton Kaw
Robert Porter Hon
Leonard Bollman Yam
M. Ott Yam
250 BEG
Mike Sotzen Hon
Kendell Wade Kaw
MArk Beavers Yam
Duane Hayes Yam
Randy Cook Hon
80 OPEN
John Heath Suz
Matt Feil Kaw
David Abshire Hon
COMB INT
Kent Eliff Hon
Dennis McCoy Jr. Yam
Mike Dozier Yam
Jerry Hill Suz
COMB EX
Dennis Hawthorne Kaw
Jason Upshaw Hon
Clay Hoenshell Suz
Gary Benton Hon
Clay Branch Suz

Dirt Track
District-17 Final
Point Standings
By George Hinthorn

P/W
Shannon Wright 176
Justin Filson 121
Randy Smith 85
Mike Bertoline 47
Mike Oehler 35
60
Shane Garrison 129
Quintin Eslinger 70
Randy Smith 64
Chris McNutt 43
Brandon Roberts 4
MINI
Chris McNutt 136
Shane Garrison 99
Daniel Bond 45
Scott Adams 14
125
David Stanfield 113
Chad Barth 96
Joshua Butler 47
David Allen 30
Scott Foster 20
200
John Lambrick 193
Matt Collier 145
Chad Butler 113
Mike Collier 94
Greg Bogel 60
250
Doni Holeman 236
Dan Carter 208
Bryan Graybeal 148½
Dana McNeil 131
John Lambrick 123½
400
Terry Adams 171
Tom Sutton 159
Troy Fischer 65
Peter Barnosky 55
Robt Collier 32
500
Aaron Crockett 172
Chip Perry 126½
Rick Knuth 124
Jim Hinthorn 87
Reed Bertolino 86½
SR
Les Eslinger 208
David Stanfield 129
Terry Bond 90
Gary Brennan 89
Greg Vogel 75

Motocross
Motocross Northwest
Final Point Standings
Gresham, OR
By Pat Browning

50
John Hardy
Jason Moore
Todd Dowty
60 6-8 YRS
Michael Smith
Jason Hanson
John Hardy
60 9-11 YRS
Travis Webber
Kevin Eakin
Robert Holtgrew
80 EX
Jason McCormick
Ryan Huffman
Danny Ulven
80 INT
Chris Paterson
Travis Berry
Destry Scott
80 JR
Monty Harris
Ben Rhoades
Vy-Lam Nguyen
80 BEG
Chad Reed
John Williams
Brandon Lucas
125 PRO
Darren Rogers
Don Bisceglia
Jeff Daily
125 INT
Rian Gant
Chad Berry
Ed Jensen
125 JR
Craig Rudge
Richard Postma
Forrest Transue
125 BEG
Rusy Garman
Shad Sharp
Michael Boe
250 PRO
Mike Bell
Don Bisceglia
Scott Tyler
250 INT
Terry Hamness
Doug Gravelle
Chad Gravelle
250 JR
Kip Templeton
Mike Whalen
Jess Dean
250 BEG
Todd Dolan
Rod DiStefano
Dave Akerman
OPEN PRO
Scott Williams
Ron Westlake
Scott Tyler
OPEN INT
Mark Bennett
Ben Wagenman
Tony Martin
OPEN JR
Mike Whalen
Kory Crippen
Brett Bierek
OPEN BEG
Jim Kasper
David Hankins
Les Bennett
UTH
Steve Smith
Ron Westlake
Dennis Sweeten
OTH A
Dave Eakin
Ron Sun
Tom Vielle
OTH B
Jay Loundagin
Jack Coulter
Ron Kent
OTH C
Richard Younce
Dan Meeker
David Slossar
OT EX
Jim Lamkin
Dave Merkin
Roger Knight
OT AM
Jim Denevan
Jeff Younce
Rusty Garrison
OT NOV
Mike Reuther
Robert Comstock
Eric Burkinshaw
WMN
Julie Hiersche
Dianne Hurst
Deanna Holbrook

Short Track
IMS
San Bernardino, CA
Aug. 26
By Elliott Iverson

250
Jake Zemke Yam
Dennis Voll Rtx
Elliott Iverson Yam
OPEN EX
Jake Zemke W-R
Bob Russel Yam
Rick Schroeder Suz
Loren Bjorkman Yam
Duncan Harkness Hon

Short Track
Carlsbad Raceway
Carlsbad, CA
Sept. 2
By Elliott Iverson

250
Jake Zemke Yam
Bob Gabler Yam
Joey Winston Hon
125
Allan Hergenreder Suz
Chris Hoff Ita
Bill Hoff Yam
VET
Skip Cristy Yam
Ken Barrow Hon
Rick Schroeder Yam
OPEN JR
Elliott Iverson Yam
Loren Bjorkman Yam
Brian Cassidy Hon
OPEN EX
Jake Zemke W-R
Skip Cristy Yam
Rex Hailey Yam

In the WIND
BY PAPA WEALEY

(Continued from page 2)

who holds the all-time Grand National Championship win record with 40 career victories, was presented with a new XR750 motor at a Harley party in Sacramento on Sunday, October 8. Springsteen, who earlier announced he'd campaign a Suzuki GSXR750 in selected road race events next year under the Springer Gold Products banner, is also expected to campaign dirt track races with the Harley support and sponsorship from Bartels' Harley-Davidson. Ironically, what many viewed as being Springsteen's last two rides as a factory rider turned out to be highly successful ones. He finished second to teammate Scott Parker and ahead of teammates Chris Carr and Kevin Atherton at San Jose and Sacramento. His Sacramento performance pushed him one point ahead of Rodney Farris in the final Camel Pro Series point standings and earned him eighth place for the year, his best overall finish since he finished third in 1983.

Although the amount of support Springsteen will receive remains a secret, his tuner for the past several years, Al Stangler, will wrench for Kevin Atherton next year. Bill Werner will return as tuner of two-time Grand National/Camel Pro Champion Scott Parker's equipment and Kenny Tolbert will again prepare Chris Carr's machinery.

At the Sacramento party, Harley displayed the new XR750 motor that is now in production. The motor will sell for $5995.

Scott Stump of Marion, Ohio, is the 1989 AMA Camel Pro Series Rookie of the Year. Stump will receive a $5000 bonus from R.J. Reynolds and its Camel brand, while runner-up Chance Darling of Northfield, Ohio, picks up a $1500 bonus. Points toward the award were paid to all eligible riders (riders who had not earned Camel Pro points prior to the '89 season) who qualified for Last Chance Qualifier races and feature events at the 16 Camel Pro Nationals. Stump earned 99 points, Darling 79, and third place finisher Bobby McDowell of Lodi, California, 49. Curt Rehmert, Scott Saunders, Willie McCoy, Craig Estelle, Brian Bonesteel, Steve Burkholder and Dave Camlin rounded out the top 10 in the final Rookie of the Year standings.

Harry Bresach, 65, died of heart trouble in La Mirada, California, October 2. Bresach was president of the Los Angeles Chapter of the American Federation of Motorcyclists (AFM) road racing club, as well as member of the AFM Board of Trustees for some 15 years, until his retirement in 1987. Bresach was laid to rest October 5 at Forest Lawn Memorial Park in Cypress, California, with eulogies by announcer Larry Huffman and Keith Code of the California Superbike School. Godspeed, Harry.

BORN: Cory Clark, to current AFM L.A. Chapter President Kevin Clark and wife Lisa, in Torrance, California, September 5.

Supertwins, a southern California-based British bike shop, is hosting a "Moto Poseur" party at North Hollywood Park on Saturday, October 28. What's a poseur? According to the Supertwins newsletter it's "a person who affects a particular attitude, image, or presence to deceive or impress others. One who poses." For more information call 818/508-5474. Only in California. . .

The 2nd Annual Cabo 1000 sport ride/endurance tour from Tijuana to Cabo San Lucas, Mexico, will be held on Monday, October 16. The 1059-mile event offers competitors the option of "racing" to the finish (the record is 12 hours, 32 minutes), or of making it a two-day tour. For more information call Ray Roy at 707/778-8205, Ceferino Lamb at 415/748-3507 or Fred Reed at 415/759-8098.

According to reports from Spain, Grand Prix road racer Juan Garriga will switch to the 500cc class in 1990 and will ride Yamaha YZR500s in Ducados colors. Garriga joins fellow Spaniard and 250cc World Champion Sito Pons in moving to the 500cc class in '90. Pons will ride Honda NSR500s sponsored by long-time backer Campsa, Spain's largest petroleum company. Meanwhile, Frenchman Dominique Sarron, who switched to the 500cc class in 1989, will go back to 250cc racing in 1990 after a season of lackluster performances on the Elf-sponsored Honda NSR500.

It seems the road race GP silly season is focused more on teams than riders this off-season. While it appears that Giacomo Agostini will retain at least a portion of the Marlboro sponsorship, there is still a chance that there will be another Marlboro-backed team in 1990. Reportedly, both Suzuki and the Erv Kanemoto/Eddie Lawson teams have spoken to the tobacco giant regarding sponsorship in '90. Rumors also continue to circulate that Kenny Roberts has had talks with Marlboro, but Roberts denies this rumor.

Despite rumors of Italian road racer Luca Cadalora's switch to Honda in 1990, it now appears the 250cc title contender will stay with Agostini's Marlboro-backed team in 1990 and will once again campaign 250cc Yamahas.

According to daily newspaper reports from Australia, the Australian road race GP will move from Phillip Island in Victoria to a new, yet-to-be-constructed facility west of Sydney in New South Wales. Race promoter Bob Barnard has agreed to stage the event at the new circuit and has signed an agreement for four years with an option for another five. Barnard was forced to look elsewhere when the Victorian government imposed strict tobacco sponsorship regulations on Phillip Island. Due to the fact that the new circuit will not be finished in time, the Australian Grand Prix is now expected to take place in either September or October. NSW officials predict the GP to be worth an estimated $150 million boost to the state's economy. The Melbourne-based Auto Cycle Council of Australia will fight the move to the new facility. (See related letter in the Voices section.)

CALIFORNIANS

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Sports Committee District 37 AMA, Inc.

to

CELEBRATE OUR HERITAGE

and to help

CONSERVE OUR PUBLIC LANDS

WESTERN BAR-B-QUE

Tri-County Fairgrounds, Bishop, California
Saturday Evening, October 28, 1989
5:00 p.m. to 10:00 p.m.

(Festivities Begin Immediately After the H.R. 780 Field Hearing)

DEMONSTRATIONS of Roping, Sheepdog Trials, Stadium Motorcycle Trials, and 4x4 Obstacles in the Fairground Arena from 5:00 to 6:00 p.m.

DINNER will be served family style (no waiting in line), with steaming platters of beef and lamb, bowls of crisp salads, baskets of bread and delicious desserts.

DONATION: $35.00/PERSON (CHILDREN UNDER 15 FREE)
All donations will go directly to the Multiple-Use Advocates Legal Defense Fund to fight S.11, H.R. 780 and to seek proper management for our Desert Tortoise.

PLEASE CALL IN YOUR RESERVATIONS BY OCTOBER 20TH
Your phone reservation is critical for planning purposes. Tickets will be paid for and picked up at the Bar-B-Que.

THERE WILL BE RESERVED RV PARKING & CAMPING SPACES FOR ALL MULTIPLE—USE ADVOCATES ON THE FAIRGROUNDS!!!

INFORMATION
213/438-6527

Endorsed by: American Motorcyclist Association, California Cattleman's Association, California Desert Coalition, CAL-4WDC, California Woolgrowers Association, CORVA, Desert Conservation Institute, High Desert Cattleman's Association, Nevada Off-Highway Users Council and the Western Mining Council.

ADVERTISERS INDEX

A&A Racing Service 51
AFM 43
Action Yamaha Of Edison 52
Advantage Products 35
Aerostitch Riderwear 52
Aircone Inc 50
Al Baker Racing 46
American Honda Cvr.3
American Jawa Ltd. 47
American Suzuki Motor Cvr.4
American Yoko Inc 46
Andrews Honda/Suzuki 49
Andrews Yamaha-Kawasaki 49
Arai Helmets 45
Arias Industries 53
ATK 53
ATV Engineering 44
Baja Off Road Tours 47
Banzai Bros 45
Barnett Tool & Eng 37,52
Bates Industries 51
Beach Yamaha 49
Bel Ray 31,45
Bell Helmets 49
Bert's Motorcycles 33
Bley Engineering 44
Blue Sky Cycle Supply 51
BMW Of Daytona 46
BMW Of North America 51
Bollenbach Engineering 47
Bremen Hare Scrambles 41
Bridgestone Tire 52
British Only 53
Buffalo Number Plates 52
C.C. Specialty 44
Cagiva North America 20,21,51
Camel Sunglasses 7
Carl's Honda 51
Carolina Wheels & Props 38,46
Championship Cup Series 47
Chariot Mfg. Co 51
Charleseton Custom Cycle 49
Clarke Mfg. Company 47
CMC 43
Collidescope 46
Connecticut Cycle Works 53
Cosmopolitan Motors 45
CRC 41
Cycle Engineering 44
Cycle Recyclers 45
Cycle Specialties Athens 53
Cycle Specialty 44
D&D Motorcycle Service 52
D&D Performance Exhaust 53
D-37 Western Bar-B-Que 55
Daeco 53
Dennis Kirk 53
Desert Motor Sports 42,46
Desert Only 53
Design Engineering Serv 31
Donnie Hansen MX Academy 53
Double Cross Racing Assn 39
Dublin Kawasaki 47
Dunlop-Shari Bandinelli 47
Duralube 51
Earl Mark Productions 50
East Coast Suzuki 51
Ellis W. Taylor 53
Engine Dynamics Co 45
Eric's Motorcycle Co 44
Extrude Hone Abrasive 44
F&L Company 47
Factory Connection 50
Factory Pipe Products 47
Falicon Performance Eng 53
Fass Gass 46
Fast By Ferracci 35,49
Finish Line Products 47
Fischer Competition Cycle 44
FMF 45
Fredette Racing Products 51
Freedom Cycles 52
Freewheeling Honda-BMW 52
G.T.G. Enterprises 45
Galia Racing 50
Gardner Westcott Cycle 31
Garvis Honda Town 50
Gary Baileys' MX School 51
Gear Racewear 52
GFI Fire Police MX Club 40
GFI Racing 39
Gio CA Moto 52
Goat Breker's GFI Racing 42
Great M/C Adventures 53
Greenacres Cycle 44
Gustafsson Plastics 49
H&H KTM/Husqvarna 42,51
Halls Harley Davidson 49
Halmar Enterprises 46
Hayward Honda 52
Heid's Hodaka 49
Heli-Modified 50
Hercules Distributing 38
Hi-Poinnt Racing Products 46
Hickman Racing 49
Hogan Cycles 53
Holliday Canopies 38
Hombres Int'l Inc 46
Honda Of Atlanta 45
Honda Shock Specialist 46
Hook Up Enterprises 42
Hoppe & Associates 44
Hugh's Bultaco 49
Hurcon Motorcycles 53
Hutchinson Cycle 46
Hy-Tech 49
Hydro-Sol 49
I.C.E. 40
I.C.O. 46
Inland Empire Suzuki 49
Inter-State Oil Co 53
Iron Horse M/C Supply 51
JB Race Products 50
Jetmar 47
Johar Inc 45
Kawasaki Motor Corp 18,19
Kawasaki Of Riverside 53
Ken Maely Enterprises 46
Kerker 33
Klempf's Triumph 52
Klotz Special Formula 51
Knight Racing Frames 52
Knobby Shop Int'l 44
Kosman Specialties 46
KTM Of America 44
Kustom Kraft Perf Spec 49
Laidig's Cycle 52
Laurel Highlands Kaw Yam 50
Lectron Fuel Systems 53
Los Angeles Sleeve Co 33
Lou's Leathers 46
LRD Performance 51
M.P.C. 53
Magnum Distribution 44
Malcolm Smith M.C. 39
Malvern Motosport Park 39
Maxima 53
Megacycle Engineering 53
Metro Atlanta Cycle 47
Metzeler Motorcycle Tire 35
Mike's Cycle Parts 52
Mikuni America 45
Mouse Racing 52
Moto Guzzi Classics 44
Moto-East USA 46
Motocross Fox 51
Motorcycle Center 52
Motul Oil 45,47,49
MS Racing 25,52
NMA 40,41
NeilKeen 37
Noleen Racing, Inc 45
Northend Cycle Salvage 53
Northwest Sleeve Eng. Wrk 49
O'Neal USA 52
Oakland Spt. Ctr 37
Ocala MX Park 40
Paul Thede's Race Tech 53
Performance Machine 47
Petaluma M/C Center, Inc 53
Pirelli Tire Corp 53
PJ1 Corp 23,35,51
Pomona Valley Kawasaki 31
Power Mist Racing Products 46
Pro Action Innovations 50
Pro Circuit Racing 52
Pro Italia Motors 45
Pro Pad Products 46
Pro Trac Trailers 46
Pro-Lap 50
Pro-Tec Dallas Baker 50
Progressive Suspension 50
PSI, Inc 51
R.J. Reynolds (Camel) 44
R.K. Chain 49
Raceway Park 43
Racing Engine Components 53
Racing Engine Services 53
Racing Enterprises 41
Ritter Cycle 52
Ron Wood Racing 50
RSC Performance 45
SRA 42
San Jose BMW M/C Ctr 51
Santek Trailers 50
Scott's M/C & Jet Ski 44
Shoei Helmets Cvr.2, 51
Shoup Enterprise 50
Simi Valley Honda 33
Slater Bros 47
Sloans Cycle Sales 53
SMX 39
Southern Tier Cycle, Inc 47
Sponseller M/C Company 52
Sport Tracks 33
Sports Racing Gasoline 47
Sprocket Specialists 49
Steve Storz Performance 51
Stokes Honda 49
Sudco Int'l 53
Sunstar Engineering 51
Supertrapp Industries US 45
Suspension By Jake 53
Suzuki Kawasaki Country 45
Suzuki Of Palm Beach 43
The Tryals Shop 52
Thousand Oaks Yamaha/Kaw 38
Tony D MX School 51
Toomey Racing 45
TSR 49
U.S. Tsubaki 31,33,53
Ultimate Metal Finishing Corp 46
Uni Filter, Inc 50
USA Lubricants 37
Vance & Hines Enterprise 47
Varner Racing 53
Video Theater 17
Videos By Professor Bailey 52
Walt-Schaffer Cycle Sup 52
Web-Cam 50
Wheel Works 37
Wheelsports 49
White Bros Cyc Spec 39,53
Whittier Honda/Kawasaki 27,51
Williams Honda 53
Willow Springs Raceway 29
Wiseco 52
Yamaha Motor Corp 11
Yamaha Suzuki South 45
Yoshimura East 50
Zero Gravity 52

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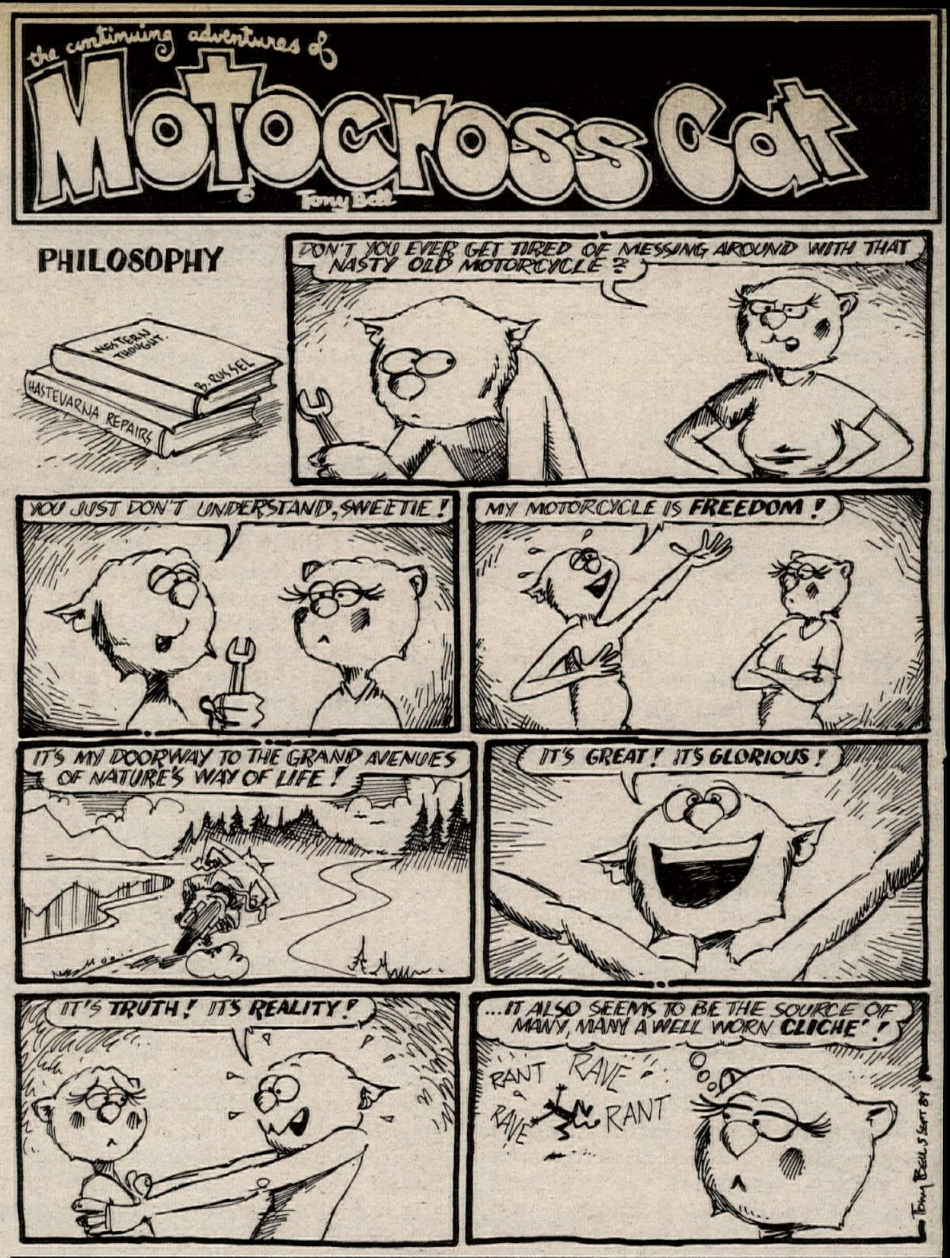

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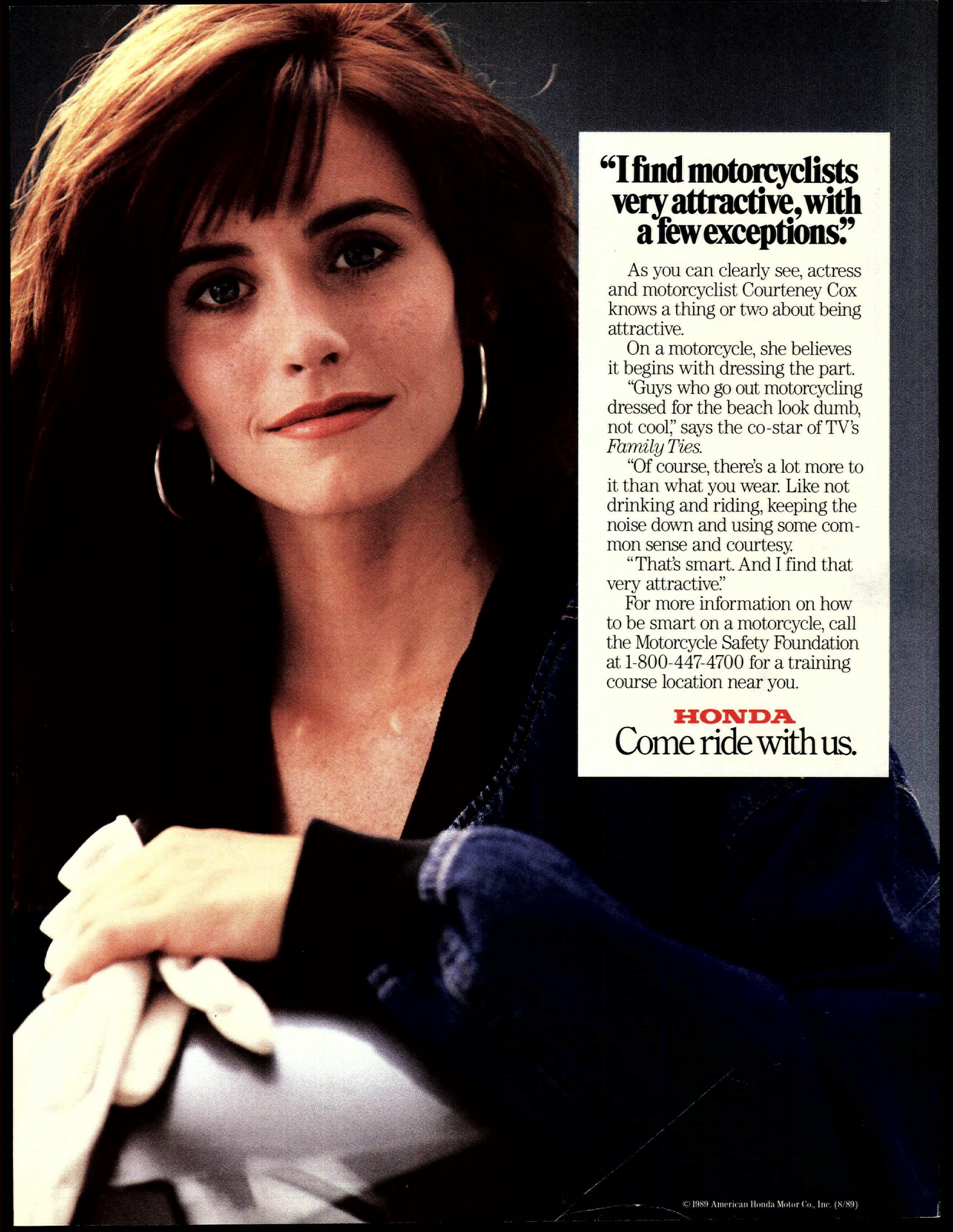

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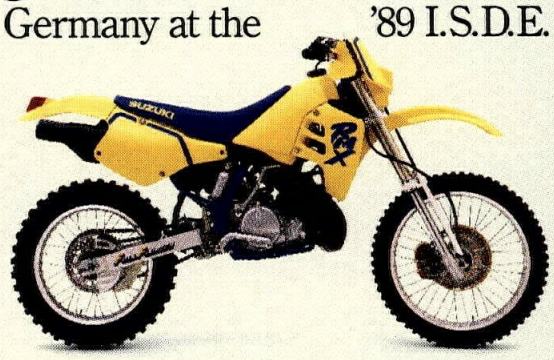

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